

INTIMATIONS

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HONGKONG DISPENSARY AND
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NOTICE TO CORRESPONDENTS.

ONLY communications relating to the
news columns should be addressed to THE
EDITOR.

Correspondents must forward their
names and addresses with communica-
tions addressed to the Editor, not for
publication but as evidence of good faith.

All letters for publication should be
written on one side of paper only.

No anonymously signed communica-
tions that have already appeared in
other papers will be inserted.

BIRTH.

MILLWARD.—On August 12th, at Shang-
hai, to Mr. and Mrs. J. C. MILLWARD,
a son.

HONGKONG OFFICE: 10A, DES VEXES ROAD C.
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 21st, 1914.

The copies of the English papers published
in Japan, received by yesterday's mails,
contain many articles translated from the
vernacular Press which throw light on
the attitude taken up by Japan in regard to
the European War as it affects the Far
East. The *Osaka Asahi* tells us that
there is no room for doubt that Germany's
actions at Tsingtau and the doings of the
German warships are rudely disturbing the
peace of the Far East, and Japan, as an
ally of one of the belligerents, is obliged
to put a stop to these warlike actions in
this part of the world. "Of course," says
this journal, "it is not Japan's desire to
plunge into the whirlpool of hostilities, but
so long as the situation remains as it is,
Japan can hardly shirk her responsibility
under her Treaty obligations. Even
though an outsider may try to restrain
Japan's action at this moment, [a reference
apparently to some communication from
the United States Government] Japan will
neither be coerced nor held back from
taking any action that she deems necessary
in the circumstances. If she fails to act at
the present juncture she will suffer a
loss of prestige and the world will cease
to have confidence in her." The *Osaka
Mainichi* reviews the history leading up to
and following upon Germany's acquisition
of Kiaochow, and says this history clearly
proves that Kiaochow has been a source of
considerable trouble to China and of dis-
turbance to the Far East in general. The
Osaka journal goes on to say: "Germany

is the principal actor in the War that has
broken out in Europe, and she does not
seem to be taking any care to prevent the
Far East from being dragged into the
vortex. The German warships in these
waters have been capturing, detaining and
chasing merchantmen of neutral countries,
while on land Germany has been employing
men of a neutral country for the building
of defensive works, and she has been com-
mandeering contraband of war. Even with-
out the existence of a Treaty of Alliance
between Japan and England, Japan could
hardly tolerate such acts on the part of
Germany, which are inimical to the peace
of the Far East and which inflict great
losses to commerce. It is the duty of Japan,
as a naval and military Power in this part
of the world, to see that peace is not dis-
turbed in the Pacific. It will not be at all
surprising, therefore, if Japan is called upon
to remove the source of danger at Kiaochow
at any moment. If Great Britain is un-
decided on this point, Japan should demand
of Germany, single-handed, the dis-
armament of Kiaochow and of her warships.
Should Germany refuse to agree, Japan
should enforce her demand by what
measures she deems fit in the circumstances.
Germany was the principal mover in robbing
Japan of the fruits of her victory in the Japan-
China war and has no right to disturb the
peace of the Far East in the way she is doing."
All this, he it observed, was being said before
Japan had made any diplomatic move. The
Tokyo Asahi expresses the view that
apart from the question of Treaty obliga-
tion there is no need for Japan to
voluntarily plunge into the vortex without
sufficient justification, but all impartial
observers, it says, will agree that a point
has been reached when Japan's interven-
tion in fulfilment of her Treaty obligations
is fully justified. "So long as the German
squadron remains in Kiaochow Bay ready
for fighting the British squadron at Wei-
hai-wei or Hongkong, it is plain that
British interests in the Far East are jeopar-
dised, and so it is time for Japan to fulfil
her Treaty obligations." But while the
Tokyo journal says there is no need yet for
Japan to step in on her own account, it points
out that if Dutch independence is violat-
ed by Germany that violation might extend
to the Dutch colonies in the East, and
Japan could not afford to sit idly by and
look on at the expansion of German
influence in the Pacific. It is many years,
the journal says, since Germany began to
cast covetous eyes on the Netherlands

Indies, and it is quite possible that a
victorious invasion of Holland would be
followed by the annexation of the Dutch
Colonies in the East—"a step which
must be resisted by Japan by every means
in her power." News appears to have
reached Japan that Dr. MORRISON, the
Political Adviser to President YUAN SHI-
KAI, has been doing his best to check
Japan's intervention on the ground that it
would lead to fresh troubles in China, but the
papers insist that Japan's only object is to
safeguard the peace of the Orient. The action
that Japan has taken in regard to
Kiaochow was foreshadowed in the semi-
official Press some days before the Ulti-
matum was sent, but the statement was
concurrently published on the authority
of a member of the staff of the German
Embassy that "the German Government
is determined not to resort to hostili-
ties in the Orient, and therefore, even if
Japan declares war on Germany and
blockades Kiaochow Bay, Germany would
not fight, but would leave Japan to
do as she pleases." Very likely, especially
if it is true that only one or two
small warships remain at Kiaochow.
Japan's Ultimatum expires on Sunday, and
we shall not then have long to wait for
definite news of what is to happen at
Kiaochow.

There is a Chinese story, says a *Hankow*
contemporary, to the effect that when the
Decidie went ashore at Yochow, as soon
as she was high and dry the local tax
collector went on board and demanded
ground rent. He put the figure at \$50
a day, but ultimately agreed to be
content with ten dollars. If true, this
would be an amusing specimen of
"squeeze."

It is interesting to notice the develop-
ment of freight traffic on the Canton-
Kowloon Railway as indicated by the
Chinese customs returns for the first
quarter of the year. The dues and duties
collected on this traffic by the Maritime
Customs during the quarter amounted to
Tls. 7,964. This compares with Tls. 4,964
for the corresponding quarter of 1913,
and Tls. 3,781 in 1912. At the same time
the revenue of the Kowloon customs from
goods exclusive of those imported by
railway shows an increase, being Tls.
92,977 in 1914; Tls. 91,231 in 1913, and
Tls. 65,498 in 1912.

Commander Basil Taylor, R.N., Har-
bour Master, and Mrs. Taylor, returned
to the Colony yesterday from Java.

It has been known in Chinese circles,
says the *Peking Gazette*, that King George
is very fond of Chinese tea. The
President, taking advantage of Mr. See
Chao-chi's trip to the Court of St. James,
will send eight boxes of tea to the King.
The tea is of selected quality specially
ordered from a famous tea producing
district in Anhui, and has been tasted
by a number of British people, who
unanimously declared it as excellent.
The tea will be put up in fancy boxes
wrapped with beautiful satin all of which
are native products of this country.

TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

DEATH OF HIS HOLINESS
POPE PIUS X.

LONDON, August 20th.

The Pope is dead.
An earlier message stated that his
Holiness, who had been indisposed for
some days, had become much worse, and
passed a bad night. It is reported that
he received Communion.

LATER.

The Pope died at one o'clock in the
morning. In a moment of lucidity His
Holiness said: "The end is approach-
ing. The Almighty in his unexhaustible
goodness wishes to spare me the horrors
Europe is undergoing."

The Pope is a victim of the war. When
his efforts to preserve peace failed, his
strength departed.

[His Holiness Pope Pius X. (Ginseppe-
Sarto), was born at Riese, diocese of
Treviso, on June 2nd, 1855. He was elected
Pope in August 1903, and was crowned on
the 9th of that month, succeeding Pope
Leo XIII. (Pecchi) who was crowned in 1878.
Previous to becoming Supreme Pontiff, his
late Holiness was Bishop of Mantua. He
became a Cardinal on June 12th, 1893, and
Patriarch of Venice, June 15th, 1893, this
being followed by his election as Supreme
Pontiff. The probable successor to the
Papacy is the Cardinal Bishop Serafino
Vannutelli, who is the senior of the five
Cardinal Bishops, he having been created
in 1867. At present Serafino Vannutelli is
Bishop of Ostia and Velletri, Dean of the
Sacred College, Prefect Congr. Ceremonial,
and Great Penitentiary. The election of a
Pope ordinarily is by scrutiny. Each Car-
dinal in conclave writes on a ticket his own
name with that of the Cardinal whom he
chooses. These tickets, folded and sealed,
are laid in a chalice which stands on the
conclave altar; and each elector approaching
the altar repeats a prescribed form of oath.
Thereupon the tickets are taken from the
chalice by scrutators appointed *ad hoc* from
the electing body; the tickets are compared
with the number of the Cardinals present,
and when it is found that any Cardinal has
two-thirds of the votes in his favour, he is
declared elected. From the succession of
Pope Innocent IX, 231st in the usual list of
Roman Pontiffs, to Pope Pius X, 258th in
the list, all the Popes have been of Italian
birth. Cardinal Bishop Serafino Vannutelli
is of Italian birth.]

THE FRENCH MAIL SERVICE.

M. Thomas, agent of the Messageries
Maritimes, informed us yesterday that a
telegram had been received by him from
Shanghai stating that the Company's
mail steamers now in the North are
resuming their journeys as follows:—

Steamer *Amazon* leaves Shanghai on
the 21st inst.

Steamer *Paul Leont* leaves Yokohama
on the 20th inst.

They may be expected to arrive in
Hongkong respectively on the 24th and
25th August.

MACAO'S FIRE BRIGADE.

With reference to the report of the fire
in Macao the other day, we understand
that a new Shand-Mason Fire Engine
of the latest type is now on the way out
to the order of Messrs. William C. Jack &
Co. for the Macao Public Works Depart-
ment which is now organising a fire
brigade under the direction of Mr.
Mignel Wager Russell, head of the Public
Works Department.

THE HONGKONG TRAMWAY
COMPANY, LIMITED.

The following are the Company's
figures for week ending August 15th:—
Receipts \$11,585
Decrease compared with cor-
responding week last year...\$ 2,260
Aggregate to date:—
No. of weeks 33
Total \$388,923
Increase to date \$ 62,124

MONEY FOR THE SILK FILATURES.

A sum of about Tls. 2,000,000 has been
lent to the Native Banks by the local
foreign banks and the Bank of China to
relieve the situation in the silk trade.
More than half of this amount it is
understood, has been advanced by the
Japanese banks, the security for the loan
being the cocoons. The filatures will thus
be able to continue work, but should the
war extend over a long period a further
loan will be necessary.

NOTES FROM PEKING.

[FROM OUR OWN CORRESPONDENT.]

PEKING, August 8th.

THE INFLUENCE OF WAR.

The Chinese are following the events
in Europe with the deepest interest, but
the Press have been cautioned against
showing bias lest the country dis-
criminated against might express its
disapproval to the Government. The
Chinese Press Association intends holding
a meeting to decide what attitude shall
be adopted in view of the interference
of the police and the military. The
foreign community has remained quite
calm, though I hear that there was a
fracas in the streets between certain
Legation guards, and that sidearms were
employed. A considerable number of
French people from the railways have
come to the capital *en route* for Home or
for Saigon, but it has not been deter-
mined yet how they are to proceed. The
French banks expect to hand over their
business to responsible Chinese, as their
staffs have all departed, or are under
orders to go to the front. This
disorganisation is seen in the suspension
of the French paper, *La Politique de
Pekin*, the editor having been ordered to
the front. Tourists have been inconveni-
enced by finding that letters of credit
will not be cashed by the banks here, and
the embarrassment occasioned can well be
imagined, especially among the many
American visitors who come to Peking.

CHINA'S NEUTRALITY.

China has proclaimed her neutrality.
The Proclamation is very high-sounding
and imposing—with the word "Whereas"
probably capitalised at the beginning of
the preamble and the introductory para-
graphs—and gives one the impression
that some foreign document has been
procured and adopted wholesale with the
proper insertion of the names of the
countries concerned. No doubt it is
important that the Chinese Government
should have made such a declaration, but
its phraseology should have been altered
to suit China's comparatively helpless
position in the matter. For instance, it
is stated that efforts to resist the violation
of neutrality are not to be construed as
a hostile act. China would no doubt
think twice before resisting any breach
of neutrality. On the whole, the docu-
ment is more likely to raise a smile than
to be considered seriously. Even on the
very day following its proclamation
German military stores were conveyed
from Peking to Tientsin by rail!

SECURING FINANCES.

I hear that the Government will pro-
claim a *monopolium* in order to secure all
available moneys for army purposes.
This seems highly necessary in view of
the dangers of revolt, for it is difficult to
keep an army loyal to a Government
whose coffers are empty.

CURRENCY REFORM.

The very attractive prospectus of the
Domestic Loan of sixteen million dollars
which the Government proposes to float
for the reform of the currency may induce
the public to subscribe, to some extent,
sufficient to help the authorities in their
dire need, but those who hold bonds of
the Republican loan promoted by Sun
Yatsen are not likely to be keen about
taking up this new issue. Had the
Government not repudiated the Sun Yatsen
loan they might have hoped for some
success with their present venture, though
on the face of it the terms and the
security of the projected Domestic Loan
seem fairly good. The Ministries of
Finance and Communications are to
deposit the amount required for the pay-
ment of the first year's interest in a
foreign bank to be approved by the Loan
Bureau, and afterwards a sum of \$50,000
is to be paid monthly to meet the interest
due, while the surplus from the Peking-
Hankow Railway, after the fourth
hypothecation, is to be utilised for
amortisation. Many Chinese regard the
conditions as very tempting and very
safe, and it is just possible that the
appeal to patriotism, and the enticing
offers of a reward of an additional year's
interest to those who subscribe in the first
year may have better results than
foreigners anticipate.

"WHITE WOLF'S" ELASTICITY.

After having been killed three or four
times, "White Wolf" has again met his
death, this time at the hands of a
military officer who surprised the daring
outlaw and hacked off his head, taking it
to the Magistrate in order to claim
the large reward offered. How does this
report, supplied by Reuter, correspond
with the statement of Dr. Morrison in
London last month, when he declared that
not many people knew, but it was a fact,
that "White Wolf" had been dead for
months? Who are we to believe? It
looks as if the rascal had as many lives
as a cat—or as the Hongkong tiger!

THE WAR.

[THROUGH REUTER'S AGENCY.]

THE LAND OPERATIONS.

GATHERING OF THE FORCES.

LONDON, August 20th.
5.05 a.m.

A message from Paris says that an official *communiqué* states that
the French have advanced rapidly, and in the afternoon reached
Moerchingen, south-east of Metz, on the important Metz-Strasbourg
railway.

Very large German forces are crossing the Meuse between Liege and
Namur.

ALLIED FORCES' RAPID ADVANCE.

LONDON, August 19th.
6.55 p.m.

Despatches confirm the advance of the Belgians and the Frenchmen
all along the line. Two divisions of the French Cavalry have been
covering 100 kilometres daily.

LIEGE FORTS REMAIN INTACT.

LONDON, August 19th.
4.20 p.m.

It is officially stated that all the Liege forts are intact.

GERMANS BOMBARD DIEST AND TIRLEMONT.

LONDON, August 20th.
2.55 a.m.

The Germans re-attacked Diest yesterday afternoon in force. They
pillaged the railway station and bombarded the town, the terrified inhabit-
ants fleeing.

It is also reported that the Germans have bombarded Tirlemont.

[Diest is a Belgian fortress in the province of Brabant, and is situated
on the Demer. It was taken by the British, under the Duke of Marlborough, in
1705.]

A GERMAN SURPRISE AVERTED BY AN AERONAUT.

LONDON, August 20th.
2.55 a.m.

Yesterday the German advance guard quietly pushed forward in
the neighbourhood of the Belgian positions. An aviator, however, detected
the movement and averted a possible surprise by informing headquarters,
who sent forward some cavalry. The enemy fell back after some marching
and counter-marching.

A ZEPPELIN FLYING TOWARDS BRUSSELS.

LONDON, August 20th.
2.55 a.m.

The *Paris Temps* publishes a Copenhagen dispatch which states
that a Zeppelin airship was reported to have passed over Borjerg on the
west coast of Denmark, at an altitude of a thousand feet, and was travel-
ling northwards towards Brussels.

RUSSIAN CAVALRY DEFEAT AUSTRIANS.

LONDON, August 19th.
8.50 p.m.

It is officially announced that Austrian Cavalry Divisions
approached the Gorodok-Kuzmin line, and a Cavalry engagement ensued,
lasting for five hours. The Russians inflicted heavy losses on the enemy,
who retired and were pursued by the Russian Cavalry.

SERVIAN VICTORY CONFIRMED.

LONDON, August 19th.
3.20 p.m.

It is officially announced that a Paris despatch confirms the
Servian victory at Shabat. The Austrians numbered 80,000.

CANADA'S GIFT TO THE BRITISH ARMY.

LONDON, August 20th.
4.50 a.m.

A message from Quebec says that the Government are presenting
four million pounds of Canadian cheese for the use of the British army.

GENERAL INFORMATION.

THE ITALIAN CABINET AND THE WAR.

LONDON, August 20th.
11.35 a.m.

Telegrams from Rome say that a majority in the Italian Cabinet
favours intervention in the war on the side of the Triple Entente.

FOREIGN SHIPS ADMITTED TO AMERICAN REGISTRY.

LONDON, August 19th.
3.20 p.m.

President Wilson has signed the Bill admitting foreign ships to
American registry.

AUSTRIAN NAVY CASUALTIES.

LONDON, August 19th.
4.20 p.m.

In the sinking of the Austrian cruiser of the *Aspern* type by
the French Fleet, 201 perished and 101 were saved.

WAR NOTES.

AUSTRIAN SHIPPING.

The following notification was published by the Government yesterday:—
It is hereby notified that Austrian merchant ships to which the Order-in-Council relating to the granting of days of grace shall be applicable, will, subject to the provisions of the said order, be allowed up till midnight on Saturday, the 22nd August, 1914, for loading or unloading their cargoes and for departing from this port.

"FOR GENERAL INFORMATION."
The following was published in the *Gazette Extraordinary* yesterday for general information:—

ROADS CLOSED.

The following roads are closed except to members of His Majesty's Naval or Military Forces in uniform and holders of passes from the Provost Marshal and Chinese:—

1. Pak'um Conduit West of Victoria Battery.
2. Hutton Road.
3. Black's Link.
4. Wong-ni-chung Gap Road South of junction with Bowen Road.
5. Road from Wong-ni-chung Gap to Little Hongkong.
6. Road from Wong-ni-chung Gap to Pumping Station, Tsim Sha.
7. Road from Quarry Bay to Tsim Sha.
8. Road from Shaukiwan to Tsim Sha.
9. Road from Shaukiwan to Shek and Cape D'Aguilar.
10. Any forestry paths south of a line drawn from Kennedy Town Hospital, through Mountain Lodge, Matilda Hospital, Wanchai Gap, Quarry Bay Gap, and Lyenmin.

EUROPEANS TO OBTAIN WRITTEN PERMISSIONS BEFORE LEAVING THE COLONY.

Any European desiring to leave the Colony should apply in writing for permission to do so to the Provost Marshal, Headquarters Offices, at least 48 hours before the intended hour of departure, giving name, age, sex, height, complexion and occupation of the applicant and stating the name of the steamer or other vessel or the hour of the train by which the applicant wishes to leave.

COMBINED ATTACK ON TSINGTAU EXPECTED.

PEKING, August 14th.
The *Peking Daily News* publishes to-day a leading article in which it is stated that an attack by Britain, France and Russia on Tsingtau both from the land and from the sea sides is to be expected shortly; and it is probable that the neutrality of China would be violated by the land attack. The paper expresses a hope that the attack will be carried out by such superior numbers that any resistance must be useless, and that the fighting will cost the gallant defenders but small loss.

GERMAN GUNS SEIZED IN CHINA.

A Japanese official despatch, dated Tientsin, August 5th, says:—Four field guns, ammunition and other war supplies loaded in two freight cars which had been sent from Peking to Tsingtau were seized by the French guards stationed at the railway station here to-day.

EFFECTS OF THE WAR IN CHINA.

Much inconvenience is said to have been caused in China by the resignation of foreigners in the service of the Chinese Government, owing to their obligation to return to their respective countries for military service.

AMNESTY FOR FRENCH DESERTERS.

The French Legation in Peking publishes a proclamation that an amnesty will be accorded all deserters from the Army if they present themselves to the Diplomatic or Consular Authorities in China before the 14th September.

GERMANS EXPELLED FROM VLADIVOSTOK.

A train arrived at Kobe from Maibara on the 6th instant containing 93 Germans from Vladivostok, and there was quite a commotion on their arrival, says the *Japan Chronicle*. Dr. Stolbe, the German Consul at Vladivostok, arrived by a later train. Mr. Dirks, of the Kobe German Consulate, met the party on their arrival, and arranged for their accommodation in the Tor and Central Hotels. Mr. Hermann Wolff, one of the party, stated to a Press representative that the Germans in Vladivostok had twenty-four hours' notice to quit. This affected about 200 persons, half of whom left by train for Harbin, en route to Tsingtau. The Russian authorities, it was stated, had treated them with the utmost consideration.

JAPANESE COAL.

It is reported that the Mitsui Bussan Kaisha and Mitsui Bishi Company have suspended the shipment of coal to German vessels.
In consequence the Mitsui's Moji office has declined to accept an order for 10,000 tons of coal to be shipped to Manila for a German transport and the departures of three colliers for Java was suspended. —*Nippon Press*.

JAPAN AS GUARDIAN OF RUSSIAN INTERESTS IN MANCHURIA.

As a result of negotiations held in London and St. Petersburg between the diplomatic representatives of Great Britain, Russia and Japan, it is stated in the Japanese papers that an arrangement was effected that by virtue of the Agreement now existing between Russia and Japan the northern Power would withdraw all her troops in the Far East and concentrate them on her western boundaries. Until the termination of the war Japan will guard the interests of Russia in Manchuria and other neighbouring districts in China. It is why Russia ordered the mobilization of the whole of her forces.

GERMAN SHIPS CAPTURED.

A St. Petersburg telegram of August 5th states that the British fleet had captured the *Kron Prinzess Cecilie*, which had gold on board of the value of Mks. 20,000,000.

A Sydney telegram published in a Japanese paper states that the Australian destroyer *Parramatta* captured the N.D.L. steamer *Segditz* at a point north of Sydney.

THE N.D.L. STEAMER "YORCK."

The N.D.L. steamer *Yorck*, which has been taken off the European run and had taken on board a large quantity of coal and provisions, steamed out of Yokohama recently at about 7 p.m., bound for an unknown port. A report is current that the vessel was captured outside Tokyo Bay that evening by a Japanese warship, and towed into Yokohama. Confirmation of the report is lacking. If true, says the *Japan Gazette*, it is probable that Japan seized her for defying an international law forbidding vessels of belligerents to leave a neutral port within a certain period. The vessel was seen to steam out of the harbour with only her starboard light showing. When she arrived off Honmoku she was swept by flashlight from warships lying in Yokosuka harbour. Immediately the *Yorck* came to a dead stop, and the lights on board were immediately extinguished. At once she changed her course to evade the attention of the Japanese naval vessels, and then was lost to the view of those on shore.

A later paper says there is no truth in the report that the *Yorck* was captured.

THE CAPTURE OF THE "RIJAZAN."

The *Osaka Mainichi* reports that in connection with the seizure of the Russian Volunteer Fleet steamer *Rijazan* by a German warship, the Russian Ambassador at Tokyo is said to have sent the following official note to Baron Kato, Minister of Foreign Affairs:—

"The *Rijazan*, which left Shanghai with officials of the British Colonies and other passengers on board called at Nagasaki and left that port for Vladivostok on the 3rd inst. Her Captain, prior to his departure, was warned that German men-of-war had been sighted between Iki and Tsushima. In consequence, he set his course along the Korean Archipelago. It is reported that the steamer was seized by an unknown German man-of-war in the above-mentioned Archipelago on the 4th instant. If this statement is true, the capture of the *Rijazan* is a violation of the sovereignty and neutrality of the Japanese Emperor."

ATTACK ON GERMAN LEGATION AT ST. PETERSBURG.

An official communique with regard to the attack on the German Legation at St. Petersburg is published at Harbin. It states that information had been received in St. Petersburg that not only the German public but also the Government officials had been guilty of improper behaviour towards Russian subjects who were about to leave Germany, even towards the higher diplomatic officials. Moreover, due respect was not even paid to the Dowager Empress of Russia who was passing through Germany, while the Russian Grand Duke Constantine had been detained. In view of these happenings public indignation in St. Petersburg could be understood. An attack on the German Legation in St. Petersburg took place on August 3rd as a result of these reports of ill-treatment and disrespect reaching St. Petersburg; but the Government condemns such conduct, although the property attacked belonged to a nation with which Russia was at war.

The Grand Duke has arrived at St. Petersburg.

REPORTED DEATH OF EMPEROR FRANCIS JOSEPH.

A Vladivostok paper reports that on August 14th at 7.30 p.m. Emperor Francis Joseph of Austria-Hungary died from heart failure.
[If this were true it would surely have been confirmed through other sources by this time.—Ed.]

THE MEN OF THE MOMENT.

The various commanders-in-chief of the British, German and French Forces are all described as "middle-aged," yet most of them are over 50, thus:—British—Lord Kitchener, 54; Field Marshal Sir J. D. French, 54; Admiral Sir J. R. Jellicoe, 55; Rt. Hon. Winston Churchill, 51. German—Lord of the Admiralty, 40. German—General H. von Moltke, 66; Admiral Ingenohl, 56. French—General Joffre, 62; Admiral B. de Lapeyroue, 61.

N.Y.K. EUROPEAN SERVICE.

Foreign exchange being practically non-existent, shipment of goods being suspended, and insurance unobtainable, on account of the war, the question arose as to the advisability of continuing the Nippon Yusen Kaisha European service. It has been announced as a result of considering the question from all points of view that so long as Italy remains neutral there is nothing to fear in the Mediterranean passage, and, so long as the British Navy holds the North Sea, the service will be continued. This decision it is intended to adhere to, whether Japan remains neutral or not.

There are at present five of the company's steamers west of Suet:—The *Kaga-maru*, *Asaka-maru*, *Tokio-maru*, *Kagasaki-maru*, and *Kita-maru*. The *Yamato-maru* left Singapore westwards on the 4th instant, and the *Hiro-maru* also bound for Europe, left Hongkong on the 11th inst. —*Japan Chronicle*.

WAR TELEGRAMS.

[FROM NORTHERN PAPERS.]

WOUNDING OF GERMAN CROWN PRINCE CONTRADICTED.

NEW YORK, August 10th.
The reported wounding of H. I. H. the Crown Prince of Germany at the front is contradicted.
[It was a later telegram than this, through Reuters Agency, which stated that the Kaiser had proceeded to Aix-la-Chapelle to visit the Prince in Hospital.—Ed.]

GERMAN VICTORIES.

NEW YORK, August 13th.
The following official telegram has been received from Berlin:—
"The Fatherland is now free of French troops. At Mulhausen, the Germans have captured 1,110 French and four guns; at Longwy, 1,000 more French have been taken, including many officers; at La Garde, 1,000 French have been taken. A big German force is moving on Brussels. Millions of Austrians and Germans confront the French and British allies along the Liege-Luxemburg-Metz line."

THE FAR EAST AND THE WAR.

The Shanghai *National Review* has the following:—We learn that the President has addressed to the Governments of those Powers concerned in the war, through the United States and Japanese Governments, an urgent request that the area of operations should be confined to Europe, or at least should not be allowed to extend to the Far East. This request, based on the very soundest ground of common sense. As far as the issue of the war is concerned it can matter very little what happens to such places as Hongkong and Tsingtau, and if the President's appeal obtains a hearing it will, of course, be understood that forces now concentrated in these ports should be regarded as interned in neutral ports, until by definite declaration the arrangement is cancelled on one side or the other, after the giving of a pre-determined notice. The effecting of an arrangement

of this kind would greatly relieve the commercial and financial situation throughout the Far East, and could not conceivably militate against the interests of any nation engaged in the war, whether those interests were military, naval or merely financial and commercial. It is sincerely to be hoped that the very reasonable request of the President will meet with a sympathetic hearing from the Powers.

PHILIPPINE FOREST CONCESSIONS.

The Bureau of Insular Affairs, Washington, announces that while there are 200,000,000 board feet of merchantable lumber standing on the 60,000 square miles of Philippine public forests, in 1912 there were milled of which less than one eighth was exported. Major Ahorn, the insular director of forestry, believes there is an export market awaiting the establishment of milling enterprises, which would take 300,000,000 feet yearly, mainly of four woods—lauan, apitong, guijo, and yacal. These trees grow to a very large size. A large number are found on a limited area, and their extraction affords an attractive enterprise for a modern logging and milling operation. These public forest lands in the Philippines are not sold, but are developed under a license system. Yearly licenses are ordinarily given small operators for limited areas. The larger tracts are offered in the form of 20 year exclusive licenses, which provide for the removal of timber and minor forests produces without affecting the title to the land. At present 11 such exclusive licenses, popularly called "concessions," are in operation, representing American, British, Chinese, German, Spanish, and Filipino capital. A recent timber concession was granted to a Chinese company that will find no difficulty in disposing of its products through its connections in China while the British and German interests find their markets for Philippine woods in India and Europe as well as in China. The Forestry Bureau now has available a number of tracts, ranging in size from 35 to 300 square miles, with one or two of much larger size, awaiting applications.

THE HONGKONG BANK CASE.

REMEDIOS SENTENCED.

The trial was concluded yesterday at the Criminal Sessions before Mr. Justice Gompertz, Chief Justice, of Antonio Filomeno Remedios, who was indicted on a charge of conspiring with Reginaldo Oliverio Gutierrez and others to defraud the Hongkong and Shanghai Banking Corporation on April 19th, 1914, and on divers other dates between that and June 27th.

Mr. G. C. Alabaster, instructed by Mr. Lewis (of Messrs. Johnston, Stokes and Master), prosecuted, and Mr. F. C. Jenkin, instructed by Mr. Crew (of Messrs. Hastings and Hastings), defended.

The jury comprised Messrs. N. Drummond, G. W. Powell, E. Abraham, T. W. McKay, G. Lee, J. H. Taggart, J. Passie. Mr. Jenkin, again questioning Mr. Dovey, who had been called as a handwriting expert, asked him if he had heard of Mr. Gurrin, the Home Office handwriting expert.

Witness—No.
Have you read any treatise by him on the investigation of crime by handwriting?—No.

Therefore you do not know that he said the only reliable way by which handwriting could be compared was by comparison; there is nothing in any system?—No.

Mr. N. L. Smith, Assistant Postmaster General, deposed that he received a receipt from Singapore signed "Richardson" on July 7th.

By Mr. Jenkin—He did not know who signed the receipt.

Inspector Terrett, recalled on the application of defending Counsel, was asked if he was acquainted with Sir Howard Vincent's "Police Code." Sir Howard Vincent was Chief Commissioner of the Metropolitan Police.

Witness—I know him as that.

I put it to you that your note does not include the statement by Remedios that he never knew Gutierrez, in the Bank interview?—I said my note included that.

This concluded the case for the Crown.

Mr. Alabaster, addressing the jury, said the only question they had to decide—

they could divide it into two if they liked—was, "Did Remedios and Gutierrez agree together to defraud the Hongkong and Shanghai Bank by means of a forged letter of credit?" Counsel submitted

that Gutierrez had made a clean breast of his connection with the affair. He had not attempted to defend himself; he had even told them—although the suggestion to defraud the Bank came from Remedios—that it was he (Gutierrez) who suggested

the way it should be done, by letter of credit and not by a cheque book on the Singapore branch of the bank. Gutierrez had not attempted in any way to conceal his own guilt. He had admitted it could not be done at all without his assistance and he admitted that he had written one of the two letters. Counsel emphasized

the significance of the contents of the letter passed by prisoner to Gutierrez in the jail, asking him to "play the game" and turn his evidence so that they would all get off.

Mr. Jenkin, commencing his address for the defence, called the attention of the jury to the position of the prisoner in the box; the atmosphere of a criminal court with bars about him and policemen on

either side of him armed to the teeth. The impression created was that the prisoner, in such surroundings, was a guilty man.

"If I took off my robes and sat in the dock," declared Counsel, "I have no doubt I should look as guilty as Remedios." By every rule in Criminal Law, until the jury finally gave their verdict of "guilty," the man standing in the dock was an innocent man. Therefore, they did not start off with any presumption against the prisoner, but with every presumption in his favour.

The evidence of an accomplice was practically valueless unless it was corroborated by evidence obtained from an absolutely independent source. This rule was one which was always followed. Gutierrez was an accomplice on his own allegation and he had turned King's evidence. What were the reasons why he turned King's evidence? In the first place, Gutierrez said he did not know why he had turned King's evidence and he did not know of any way in which he would benefit or what he was going to get out of it. It was the usual rule, when a man turned King's evidence, for him to get something. For a man to stand there like Gutierrez and say he did not know what he would get out of it was a lie: it must be a lie. If the jury found him telling

lies, and the case for the prosecution practically rested on Gutierrez, the case against the prisoner was gone. Counsel dealt with the interview at the Bank between Remedios, Gutierrez, and the Captain Superintendent of Police, an Inspector, and Mr. Barlow, a Bank official. Mr. Barlow took some part in

the conversation and apparently said something to Gutierrez to this effect: "You had better tell us all about it." There Gutierrez was confronted by the man who paid him his wages, the man to whom he was indebted as a representative of the Bank for his livelihood. Gutierrez, confronted in such a manner, would say to himself: "Everything is at stake." By that very harmless means of being asked to tell them all about it, Gutierrez saw a way out; a way out by implicating and complicating another man. When Gutierrez was confronted with a letter in his own handwriting by the Captain Superintendent of Police, he made the lame excuse that he wrote it at another man's dictation. There was another reason why he had turned King's evidence, but Counsel said he could not refer to it. Mr. Jenkin said that of the numerous documents the two letters only were important. Those two letters did not point to anyone but Gutierrez. The letter was in his hand-writing and the other, Gutierrez said, was typewritten by Remedios. The handwritten letter Gutierrez said he wrote for another man. That might well have been, but the other man was sitting by his side. Why did he sign the name of the other man when that man had only to take up the pen and signed "Lionel"? They knew from the witnesses that Remedios could write. The absurdity of the suggestion of Gutierrez to say that he wrote that letter and signed it because Remedios had not a typewriter was asking the jury to be misguided and to accept that which would be accepted only by men who were gullible. Counsel asked the jury if they noticed the demeanour of Gutierrez when he was cross-examined on the letter found in his desk. Gutierrez could not look him straight in the face. He looked around and licked his lips. These were signs of nervousness, and his whole demeanour was extremely against him. Dealing with the evidence on hand-writing, Counsel said however conscientiously the witness had given his evidence it did not follow that the evidence was infallible. Counsel further suggested that the letter, which it was alleged Gutierrez received in gaol from Remedios, was part of the scheme of Gutierrez.

The jury were absent only seven minutes and on their return gave a verdict of guilty.

His Lordship elicited that prisoner was 38 years of age, had worked nine years for Messrs. Jardine, Matheson & Co., and supported an aged mother. He had no brothers, but five sisters. In passing sentence of three years' imprisonment with hard labour, His Lordship said the jury had returned a verdict with which he entirely concurred. If the scheme had succeeded, it would have deprived the Bank of a large sum of money.

CORPUS DELICTI.

Appropos of the reported death of "White Wolf," the *N.C. Daily News* says a grisly story comes from Huai'anfu, where within the past fortnight another notorious brigand has been captured and beheaded. As with "White Wolf," it was suggested by some people that not the brigand himself but "another man of the same name" had been bagged. So the authorities hit upon the following way of convicting the acolyte. They caused a cask to be made, with a glass top, filled it with spirits of wine and put the head into it. In order that the business might be properly carried out, they engaged the services of a Chinese doctor who had been trained in Western medicine; and there the head remains for all to see who care to see. It is at least a good object lesson in the penalties of brigandage.

INTIMATIONS

CALDBECK, MACGREGOR & CO.

(ESTABLISHED 1854).

SOLE AGENTS FOR

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THE FINEST LEMON SQUASH IN THE WORLD

Over 1000 Tons of Lemons have been used in its manufacture to date.

With plain or aerated water, whisky, gin or rum hot, it makes a MOST DELICIOUS, SATISFYING and WHOLESOME DRINK.

\$1.00 Per Bottle.



Cleaning the teeth with tooth-powders or tooth-paste can never, under any circumstances, preserve them from destruction.

That follows from the simple fact that the parts most liable to decay—the backs of the molars, the interstices between the teeth, and the cavities in them—are exactly those which remain untouched by either powders or pastes. And therefore mischief once commenced in these places, advances undisturbed.

But Odol, being liquid, can penetrate the minutest crevices, and, as it has a real antiseptic effect, lasting for hours, arrests all bacterial and fermentation processes, which inevitably destroy the teeth.

"PLEASE TAKE ME HOME."

AN ENTERPRISING SHANGHAI "TERRIER."

The burden of a one-time popular music ball ditty at once suggests itself after reading the following communication addressed to the Editor of the *N.C. Daily News*:—

Sir,—I should feel everlastingly grateful if you would insert this letter in a prominent position in the *North-China Daily News* in the hope that someone more favourably placed than I am from a pecuniary point of view will come forward and meet my appeal. I am an Englishman and feel it my duty, in view of the present crisis, to return to England and join some branch of His Majesty's forces. My own previous training is up to the standard of a Territorial Lieutenant.

I estimate that £100 would cover the cost of my passage to England and necessary expenses involved in joining the army. My own net assets amount to less than half that sum and in addition would be difficult to convert into hard cash before I start, which I wish to do as soon as possible.

To state my position briefly, I wish to meet someone who is willing to, what practically amounts to, give me £100 against my assets of about value of \$500, as I can give no guarantee of being able to repay the balance.

My only guarantee of good faith is that I am throwing up an extremely good "job" in order to return home and offer my services for whatever they are worth.

For obvious reasons I do not wish my name to appear at the bottom of this letter, but enclose my card and would ask you to be good enough to give my name to whoever may come forward to meet my request.—I am, etc.,

TERRITORIAL.

Shanghai, August 12th.
[It will be interesting to learn if the enterprise succeeded.—Ed.]

The Chinese Customs *Gazette* for the first quarter of the present year shows the revenue to have amounted to Tls. 10,338,426 as compared with Tls. 9,439,801 for the corresponding quarter of last year.

TYPHOON WARNING.

The telegram quoted below was received at the American Consulate General, Hongkong, from the Manila Observatory at 10.20 a.m. yesterday:—

Cyclone or typhoon S.E. of Moluccas, moving W. or W.N.W.

FOR SALE—A CHINESE CRUISER.

At the latter part of the Manchurian régime, an order for the building of a large cruiser was placed with an American Yard by the Chinese Government. The name of the cruiser was the *Peking*, and the contract price was Tls. 3,500,000 of which Tls. 2,000,000 has been paid. Mr. Yang Chi-shan was sent to the United States as supervisor of her construction.

But before the completion and delivery of the ship, the revolution of 1911 broke out, and Mr. Yang was instructed by the Ministry of Marine to hasten her construction. In June of last year, Mr. Yang reported to the Government the completion of the building of the *Peking* and asked for the remittance of Tls. 1,500,000, the balance due to America, so that he could bring the ship to China. Just then, the second upheaval occurred and both the attention and the financial resources of the Government were fully devoted to the suppression of the disturbance. It is reported that the Ministry of Marine has received another reminder that unless the balance is remitted at once, the ship-builder threatens to sell the cruiser to some other country.

Besides the contract price, Tls. 80 per day has to be paid for the use of the wharf alongside which the ship is moored; and this account has accumulated for over a year. The Ministry has replied by telegraph, consenting to the proposal to sell the ship, instructing the payment of the wharfage out of the Tls. 2,000,000 which was paid as bargain money, and leaving Mr. Yang to request the ship-building firm to return to China any balance that may be left over and above the money due to it after the ship has been sold.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, etc., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

P.O. Box, 33. Telephone No. 18.
Telegraphic Address: "Press."
Codes: A.B.C. 5th Ed., Lieber's.

NEW ADVERTISEMENTS

NOTICE.

ALFRED BATE (DECEASED),
Late of BRITISH-AMERICAN TOBACCO CO.,
LTD., Canton.

ALL Claims against the above Estate should be presented to the BRITISH-AMERICAN TOBACCO CO., LTD., Canton, on or before the 30th September, 1914.

BRITISH-AMERICAN TOBACCO CO., LTD.
Hongkong, 20th August, 1914. [1054]

IN THE SUPREME COURT OF HONGKONG.

SUMMARY JURISDICTION.

Between TAM TSAN, Plaintiff,
and
KNELL & COMPANY, Defendants.

NOTICE IS HEREBY GIVEN that a WRIT OF FOREIGN ATTACHMENT against all the property movable and immovable of the above-named Defendants, KNELL & COMPANY, within the Colony was issued on the 20th day of August, 1914, and was made returnable on the 21st day of August, 1914.

Dated the 20th day of August, 1914.
GEO. K. HALL BRUTTON,
Solicitor for the Plaintiff,
York Building,
Chater Road,
Hongkong. [1055]

TO LET.

HOUSES, Nos. 2 and 3, "LYBEMOON VILLAS," Kowloon. Immediate possession.

Apply to—
SPANISH DOMINICAN
PROCURATION.
Hongkong, 21st August, 1914. [1056]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR "BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS."

THE Steamship
"MALTA,"
Captain G.W. Cockman, R.N.R., carrying His Majesty's Mail, will be despatched from this port for BOMBAY, on SATURDAY, the 29th August, 1914, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MALWA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "SINLA," due in London on the 10th Oct., 1914.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to
E. A. HEWITT,
Superintendent.
Hongkong, 21st August, 1914. [1]

NOTICE.

I HAVE This Day Established myself as EXPORT AND IMPORT MERCHANTS AND COMMISSION AGENTS under the name of—
W. A. HANNIBAL & CO.
W. A. HANNIBAL
Hongkong, 15th August, 1914. [1045]

JUST RECEIVED.

STANLEY GIBSON'S
POSTAGE STAMP CATALOGUES
OF THE
BRITISH EMPIRE
1914-15.

GRACE & CO.
Phone 87 (Hongkong Hotel Building).
Hongkong, 17th August, 1914. [888]

HONGKONG SHORTHAND AND TYPEWRITING BUREAU.

WE are prepared to conclude Contracts for Perpetual Work.
We guarantee our Qualifications, but ask our Price, which is standard and reasonable.
Ring us up and come to an arrangement before the chance is lost.

H. E. VICTOR,
Manager,
6, Des Vaux Road Central
(First Floor).
Telephone No. 650
Hongkong, 15th May, 1914. [1710]

INTIMATIONS

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE OF ORDINARY AND EXTRAORDINARY MEETINGS.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 22nd day of August, 1914, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1914, and for the confirmation of the election of Directors.

THE REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 10th August, to SATURDAY, the 22nd August, 1914 (both days inclusive), during which period no transfer of Shares can be registered.

AND NOTICE is hereby also given that at the same place and on the same day at Noon or so soon afterwards as the Ordinary Half-Yearly Meeting shall be concluded an Extraordinary Meeting of the Shareholders in this Corporation will be held when the subjoined Resolutions will be proposed as Extraordinary Resolutions:—

(1) That the Directors of the Hongkong and Shanghai Banking Corporation be and they are hereby requested and authorised by and on behalf of the shareholders of the Company to take the steps necessary to apply for the introduction of an Ordinance into the Legislative Council of the Colony of Hongkong supplemental to THE HONGKONG AND SHANGHAI BANK ORDINANCE 1866, and the enactment of the same by the Governor of Hongkong with the advice and consent of the Legislative Council thereof to effect the amendment of Section 20 of THE HONGKONG AND SHANGHAI BANK ORDINANCE 1866, hereafter set out with such modifications (if any) as they may think fit and to accept such Ordinance if and when enacted.

The following is the amendment above referred to:—The deletion from Section 20 of the said Ordinance of the words, "To take and accept any lands, houses, or other real or personal property in satisfaction, liquidation, or payment of any debt absolutely and bona fide previously due and owing to the Company, and also to take any Mortgage or other lien or charge on real or personal property as a security for any monies actually and bona fide previously due to the Company or for which any person may have rendered himself liable to the Company, and to hold such lands, houses and other real and personal property respectively for such reasonable time as may be necessary for selling and disposing of and converting the same into money," and the substitution thereof of the following words:—"To take, accept, enforce, release, realise or deal with any security now held or which may hereafter be held by the Company, for any monies owing or to become owing to the Company, or for any liabilities incurred or to be incurred towards or by the Company by way of mortgage, pledge, hypothecation, deposit or otherwise howsoever of every kind of property or rights."

(2) That the Deed of Settlement of the Company be altered in manner following:—

(a) That the following words be struck out of lines two and three of Article 56, namely, the words "for not exceeding fifteen days before and seven days after every ordinary Meeting" and that the following words be adopted and substituted therefor, namely, "during such time as the Court thinks fit, not exceeding in the whole thirty days in each year."

(b) That the following words be struck out of the last line of Article 56, namely, "after the Meeting" and that the following words be adopted and substituted therefor, namely, "after the re-opening of the Register."

(c) That Articles 76, 77 and 78 be cancelled.

(d) That the following Articles be adopted and substituted for Articles 76, 77 and 78, namely:—

ARTICLE 76.—"General Meetings shall be held once in every year, at such time and place in the Colony as may be prescribed by the Company in General Meeting, and if no such time or place is prescribed, then at such time and place as may be determined by the Court, and unless and until otherwise prescribed or determined as aforesaid a General Meeting shall be held in the month of February in every year."

ARTICLE 77.—"The General Meetings mentioned in the last preceding Article shall be called Ordinary Meetings."

ARTICLE 78.—"All other General Meetings shall be called Extraordinary Meetings."

(e) That Article 90 be altered by inserting and adopting after the word "holding" in line five thereof the words "or representing by proxy" and by striking out at the end of the said Article the words "present in person."

(f) That the following words be added to Article 94:—"The Court may from time to time pay to the Shareholders such interim dividends as appear to be justified by the position of the Company."

(g) That the following words be struck out of the first three and a half lines of Article 174, namely, the words "Half-yearly" ending the 30th June and the "31st December, shall make a general Half-Yearly," and that the following words be adopted and substituted therefor:—"Year ending the 31st day of December shall make a General."

INTIMATIONS

LANE, CRAWFORD & Co.

AGENTS FOR

CHUBB'S AND PHILLIP'S STEEL SAFES.

WARNING

INSURE YOUR VALUABLES AND DOCUMENTS AGAINST LOSS BY

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BY PURCHASING A GOOD SAFE, WHICH WE CAN SUPPLY

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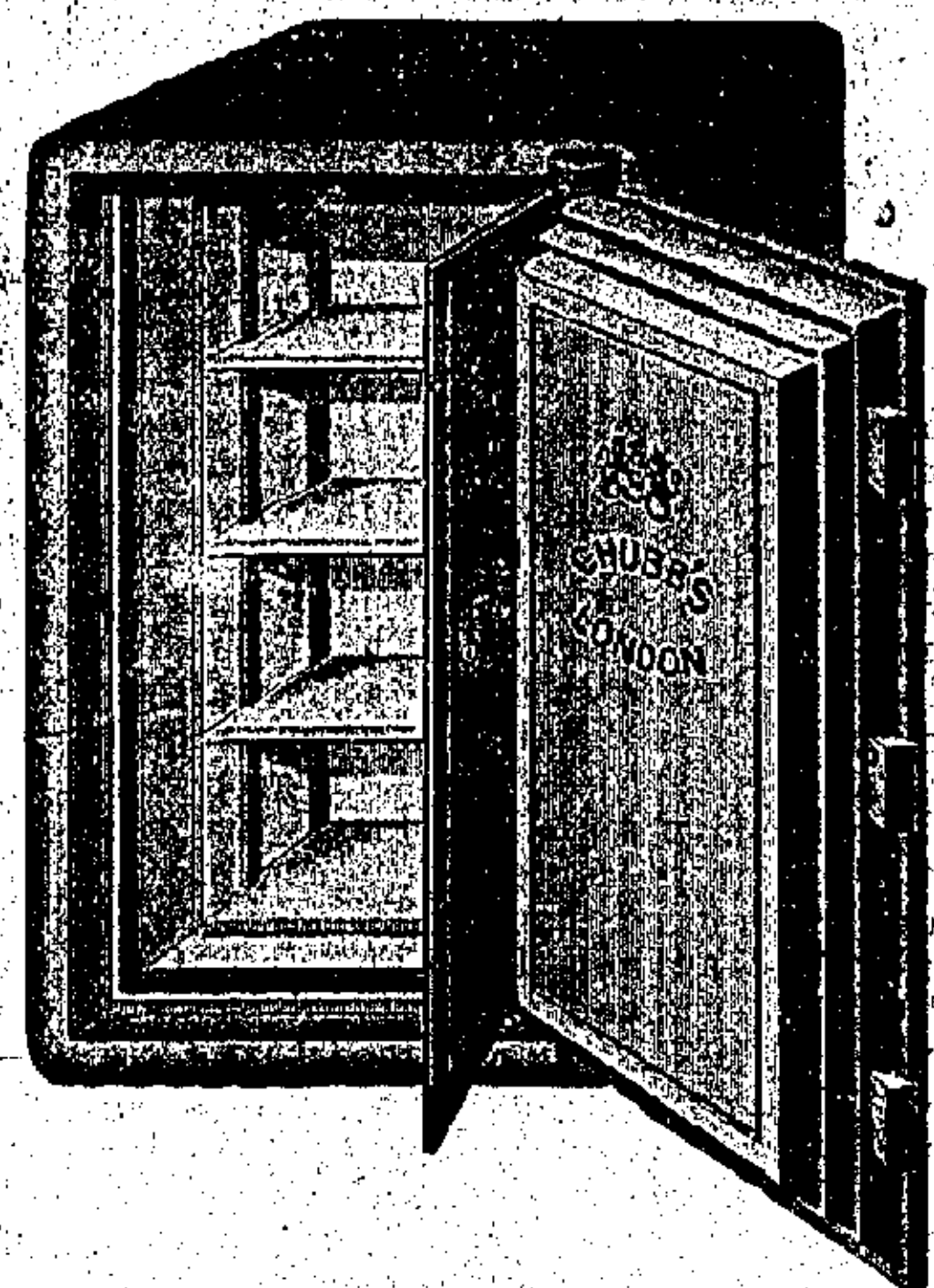
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PATENT LOCKING BARS FOR

GODOWN DOORS.

CANNOT BE WRENCHED OFF. DUST-PROOF.
NOPAD LOCKS ARE REQUIRED WITH THESE
INSPECTION INVITED.

(b) That the word "Half" be struck out of the 18th line of Article 174 and also out of the 6th line of Article 175.

(i) That the word "twice" and the words "the 30th day of June and" be struck out of lines 4 and 5 of Article 173 and that the word "once" be adopted and substituted for the word "twice" in the fourth line thereof.

(j) That the words "or the Ordinary Half-Yearly" and the words "as the case may be" be struck out of lines 10 and 11 of Article 177.

Should the Second Resolution be passed by the required majority, it will be submitted for confirmation as a special Resolution to a Second Extraordinary Meeting which will be subsequently convened.

By Order of the Court of Directors.
(Signed) A. G. STEPHEN,
Acting Chief Manager.
Hongkong, 21st July, 1914. [963]

TO THE MEDICAL PROFESSION.

MISS MORITA, CERTIFICATED MASSEUSE (with diploma in Physiology and Anatomy), will be pleased to give Massage, under medical supervision.
Address—
NOMURA HOTEL,
15, 16 and 17, Connaught Road.
Telephone No. 400.
Hongkong, 30th July, 1914. [982]

SINGON & CO.

ESTABLISHED A.D. 1880.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchandlers Nos. 35 and 37, HING LO NG STREET (2nd St. West of Central Market).
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FLATS, "WILD DELL," No. 147, Wanchai Road, newly built, each Flat with 3 Rooms, Kitchen, Bathroom and Servants' Quarters.
"THE NEUK," No. 83, Peak.
Apply to—
SANG KEE
Care of COMPTON DEPARTMENT,
HONGKONG AND SHANGHAI BANKING CORPORATION.
Hongkong, 9th July, 1914. [924]

TO LET

OFFICES in Hotel Mansions. From 1st September next.
Apply to—
HENRY HUMPHREYS,
Alexandra Buildings.
Hongkong, 8th July, 1914. [915]

TO LET

HOUSE, No. 5, Conduit Road. Fine View of Harbour. Newly painted and repaired. For further particulars, apply to—
H. M. NEMAZER.
Hongkong, 24th July, 1914. [963]

TO LET

TO LET—FURNISHED

BURRINGTON, No. 123, PEAK, from 1st September till 15th October.
Apply to—
H. E. POLLOCK,
6, Queen's Road Central
Hongkong, 1st August, 1914. [1005]

TO LET.

HOUSE, "VILLA ROSITA," in Hart Avenue, Tsimshatsui. (5 Rooms).
Apply to—
J. M. DA ROCHA,
Residing on the Premises.
Hongkong, 20th August, 1914. [1053]

TO LET.

TOP FLAT, Humphrey's Buildings, Kowloon. Immediate occupation if desired.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.
Hongkong, 1st August, 1914. [1093]

TO LET.

IN ALEXANDRA BUILDINGS, VERY CONVENIENT OFFICES.
Apply—
SECRETARY,
A. S. WATSON & Co., LTD.
Hongkong, 8th July, 1914. [923]

TO LET.

3 ROOMS, suitable for Offices, on the Ground Floor of Bello Buildings, 31, Wyndham Street.
Apply to—
P. A. XAVIER,
Care of Hongkong Printing Press.
Hongkong, 11th July, 1914. [980]

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 17th June, 1914. [939]

TO LET.

From 1st September, 1914.
IN CANTON ON SHAMEN LOT 55. The premises now in the occupation of the Bank of Taiwan, Ltd.
Apply to—
DAVID SASSOON & Co., LTD.
Hongkong, 5th August, 1914. [1017]

TO LET—IMMEDIATE POSSESSION.

NO. 5, MORRISON HILL, fully furnished. 6-Roomed House and Four Bedrooms.
Apply—
HARRY WICKING & Co.,
St. George's Building.
Hongkong, 7th August, 1914. [1021]

BANKS

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)

Capital Subscribed ... Yon 10,000,000
Capital Paid-up ... " 7,498,250
Reserve Funds ... " 8,436,000

HEAD OFFICE: TAIPEI, FORMOSA.

BRANCHES AND AGENCIES.

Amoy, Kinkiang, Shanghai, Singapore, London, Swatow, Canton, Manila, Tientsin, Dairen, Moji, Tainan, Nagasaki, Takow, Fookchow, Newchwang, Tamsui, Hongkong, Osaka, Yokohama, Kagi, San Francisco, etc.

HONGKONG OFFICE.

3, DES VAUX ROAD.
Interest allowed on Current Accounts. Deposits received on terms which may be had on application.
K. TSUDZURABARA, Manager.
Hongkong, 19th February, 1914. [648]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
A. G. STEPHEN,
Acting Chief Manager.
Hongkong, 14th May, 1914. [16]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:—

Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS Gold \$7,200,000 equal £1,480,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED. MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT and DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed. GEORGE HOGG, Manager.

9, Queen's Road, Hongkong, 21st October, 1913. [959]

NEDERLANDSCH-INDISCH HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000) Paid-up Capital, Fl. 17,407,000 (£1,450,580) Reserve Fund, Fl. 6,518,000 (£548,198)

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS DEACONS BANK,
SWISS BANKVEERIN.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager,
No. 8, Des Vaux Road Central.
Hongkong, 3rd October, 1913. [21]

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital ... £1,500,000
Subscribed " ... £1,225,000
Paid-up " ... £625,000
Reserve Fund ... £465,000

BANKERS:

BANK OF ENGLAND, and LONDON JOINT STOCK BANK, LIMITED.

Every description of Exchange business transacted.

INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.

A. R. LINTON, Manager.
Hongkong, 10th July, 1914. [149]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1833.

HEAD OFFICE—LONDON.

Paid-up Capital ... £1,200,000
Reserve Fund ... £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON, Manager.
Hongkong, 8th June, 1914. [1494]

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital ... \$15,000,000
Reserve Funds ... \$15,000,000
Silver ... \$17,660,000

Reserve Liability of Proprietors \$15,000,000

COURT OF DIRECTORS.

HON. MR. D. LANDALE—Chairman.
W. L. PATTERSON, Esq.—Deputy Chairman.

S. H. DODWELL, Esq., P. H. HOLYOAK, Esq., G. T. M. EDKINS, Esq., J. A. PHIMMER, Esq., C. S. GABBY, Esq., Hon. Mr. E. SHOLIN.

CHIEF MANAGER.

Hongkong—N. J. STARR.

ACTING MANAGER.

Shanghai—J. D. SMART.

LONDON BANKERS.

LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of Two per cent. per annum on the Daily Balance.

On Fixed Deposits.
For 3 months, 2½ per cent. per Annum.
For 6 months, 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.

A. G. STEPHEN,
Acting Chief Manager.
Hongkong, 8th August, 1914. [15]

NOTICES TO CONSIGNEES

AMERICAN AND MANCHURIAN LINE.

NOTICE TO CONSIGNEES.

FROM NEW YORK AND SINGAPORE.

THE Steamship

"KENTUCKY,"
Captain A. Lee, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on MONDAY, the 24th Aug., at 10 A.M.

All Claims must be presented within FIFTEEN Days of the Steamer's arrival here, after which date they cannot be received.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th Aug. will be subject to rent.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 17th August, 1914. [1049]

"SHIRE" LINE OF STEAMERS, LTD.

NOTICE TO CONSIGNEES.

FROM EUROPE.

THE Steamship

"DEN OF AIRLIE,"
having arrived from the above Ports, Consignees of Cargo by her are hereby informed that all Goods are being landed at their risk into the Godowns and/or extra Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd.

Goods not cleared by the 24th Aug. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns, where they will be examined on the 24th Aug., at 9.30 A.M. Claims against the Steamer must be presented within 10 days of arrival, otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case whatever.



NAPIER & JOHNSTONE'S
"SQUARE BOTTLE"

WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF IMITATIONS.
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.

DON'T WAIT

until you are worse before starting a campaign against disease. No matter how slight may be your indisposition your duty to yourself demands that immediate steps be taken to disperse it. Of course, you expect to get better and not worse, but where health is in question you are never justified in leaving anything to chance, and, as is well known, indisposition, instead of disappearing of its own sweet will, frequently develops serious disorders if neglected. Your safest course is to

TAKE BEECHAM'S PILLS

which are the World's finest household remedy for the correction of derangements of the stomach, liver, or kidneys. Slight headaches, loss of appetite, a nasty taste in the mouth and other little symptoms of that sort are indications of digestive disorder, and may be regarded as Nature's warning of worse troubles to follow if the cause of the present ailment be not speedily removed. Don't wait until to-morrow—but take Beecham's Pills

Sold in boxes, 1/4, 1/2 & 2/6.

NOW.



CHAPOTEAU'S MORRHUOL
Superior to Emulsions of Cod Liver Oil.
Each tiny Morrhua capsule represents the medicinal value of a teaspoonful of oil.
Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.
Sold in bottles of 100 Capsules.
Sold by all Chemists.

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CURES MIGRAINES, STITCHES, COLIC, WHORE DISEASES.
THERAPION No. 2
CURES BLOOD POISON, BAD LEGS, EYE AFFECTIONS.
THERAPION No. 3
CURES GONORRHOEA, VENEREAL DISEASES, LEUCORRHOEA, GONORRHOEA, GONORRHOEA, GONORRHOEA.
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Turn out the Best Printing at Reasonable Prices.

HONGKONG LEGISLATIVE COUNCIL.

A meeting of the Hongkong Legislative Council was held yesterday at the Council Chamber.
The following were present:—
His EXCELLENCY THE GOVERNOR, SIR FRANCIS HENRY MAY, K.C.M.G.
His EXCELLENCY MAJOR-GENERAL F. H. KELLY, C.B. (General Officer Commanding Troops).
Hon. Mr. CLAUD SEVERN (Colonial Secretary).
Hon. Mr. J. H. KEMP (Attorney-General).
Hon. Mr. E. D. C. WOLFE (Colonial Treasurer).
Hon. Mr. A. F. CHURCHILL (Director of Public Works).
Hon. Mr. E. R. HALLIFAX (Secretary for Chinese Affairs).
Hon. Mr. O. McI. MESSER (Captain Superintendent of Police).
Hon. Mr. Wei YUK, C.M.G.
Hon. Mr. H. E. POLLOCK, K.C.
Hon. Mr. E. A. HEWITT, C.M.G.
Hon. Mr. D. LANDALE.
Hon. Mr. LAU CHU PAI.
Mr. M. J. BREEN (Clerk of Councils).
MINUTES
The minutes of the previous meeting were confirmed.

PAPERS.

The COLONIAL SECRETARY, by command of His Excellency the Governor, laid on the table the following papers:—
Quarterly Return of Excesses on Sub-heads met by Savings under Heads of Expenditure for the second quarter of 1914; Half-Yearly Diagram showing progress of the work on the dam at Tytamuk.

FINANCIAL.

The COLONIAL SECRETARY, by command of his Excellency the Governor, laid on the table the Report of the Finance Committee (No. 10), and moved its adoption.

The COLONIAL TREASURER seconded, and the motion was agreed to.

The COLONIAL SECRETARY, by command of his Excellency the Governor, laid on the table Financial Minutes Nos. 41 and 42, and moved that they be referred to the Finance Committee.

The COLONIAL TREASURER seconded, and the motion was agreed to.

THE DEPORTATION ORDINANCE.

The ATTORNEY-GENERAL moved the second reading of the Bill entitled, "An Ordinance to amend the Deportation Ordinance, 1912 and 1913." In doing so he said:—The objects of this Bill, Sir, can be divided into two classes, one dealing with minor questions of procedure, the other with substantive provisions. The class dealing with questions of procedure is divided into two heads. One relates to the proposal that detention warrants should be issued by his Excellency, and not by the Governor-in-Council. The other refers to the procedure before a Magistrate, and provides that a Magistrate may in all cases, whether an offender is guilty or not, deal with a case of returning from banishment and imprison him for any term not exceeding one year. The clause dealing with the substantive provisions falls into two classes. One lays down more clearly than had been done in the previous Ordinance the fact that the procedure under section 4, which involves the putting of questions to the proposed deportee and calling witnesses on his behalf, should not apply to certain cases where more summary procedure has been adopted, and is supposed to be sufficient. Those cases are where a man is convicted in this Colony, where a man is banished from the Straits Settlements and other similar cases where no special investigation into the facts of the case were considered to be necessary. The other, the second clause, is perhaps the most important part of the Bill. Under the former Deportation Ordinance it might have been argued that the powers of deportation applied to British subjects. This Bill lays down clearly that except in certain specific cases it shall not apply to any natural born or naturalised subjects of his Majesty, except in one case where power is now given to deport which was not given before; that is in the case of a person born in the Colony of parents neither of whom is a British subject, provided such person has not obtained a certificate of British birth or registered at a British Consulate in China.

The COLONIAL SECRETARY seconded, and the Bill was read a second time.

Council then went into Committee to consider the Bill clause by clause.

On Clause 2.
Hon. Mr. POLLOCK—I would ask whether it is considered desirable to extend the immunity to naturalised subjects?

The ATTORNEY-GENERAL—It is possible at present to deport a British subject not belonging to Hongkong, but it might be argued, even under the present law, that there is no power in other cases to deport a naturalised subject.

WM. POWELL, LTD.

TELEPHONE 346.

INEXPENSIVE THIN CRYSTAL GLASSWARE.

—LACE ETCHED—

"WESTMINSTER"



SINGLE PIECES SOLD
TABLE GLASSWARE IN VARIOUS DESIGNS.
CUT GLASS.
SWEET AND FRUIT DISHES.

His EXCELLENCY—This clause has been very carefully considered, and in the circumstances it is considered desirable to give such power.

On Council resuming,
The ATTORNEY-GENERAL reported that the Bill had passed through Committee without amendment, and moved that it be read a third time.

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

WIDOWS AND ORPHANS' PENSION (AMENDMENT) ORDINANCE.

The ATTORNEY-GENERAL moved the second reading of the Bill entitled, "An Ordinance to amend the Widows and Orphans' Pension Ordinance, 1908." In doing so he said:—The object of this Bill, Sir, is simple. It is to provide that the contributors to the fund shall include police officers below the rank of sergeant whose marriages have received the approval of the Captain Superintendent of Police, either before such marriage or after such marriage. I understand all existing members of the force who will be affected by this wish to join the fund.

The COLONIAL SECRETARY seconded, and the Bill was read a second time.

Council then went into Committee to consider the Bill clause by clause.

On resuming,
The ATTORNEY-GENERAL reported that the Bill had passed through Committee without amendment, and moved that it be read a third time.

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

PIRACY PREVENTION ORDINANCE.

The ATTORNEY-GENERAL moved the second reading of the Bill entitled, "An Ordinance to amend the law relating to the observance of precautions against piracy." In doing so he said:—The object of this Bill, Sir, is to amend certain defects which have been found to exist in the present law dealing with precautions to be observed against piracy. The present law is contained in two Ordinances, one of 1900 and the other of 1913, and provides for the giving of a bond by the owners, agents, charterers and licensees of river trade steamers and launches for the observance of precautions against piracy, and certain provisions for enforcing that bond in case the precautions are not observed. It has been found that the law is defective in three main respects. In the first place, it does not apply to all ships, launches and lighters to which it is considered desirable it should apply. For example, it does not apply to river trade steamers going west along the coast from Macao, and it does not apply to steamers going along the coast in the other direction. Though it applies to steamers going to ports in the interior of the neighbouring province of Kwangtung it does not apply to steamers going to coast ports. This Bill provides that precautions against piracy shall be observed by ships proceeding on voyages defined by section 3 of the Bill. The Bill gives much wider scope than former Ordinances, and appears to cover all voyages in which piratical attacks are likely to occur. In the second place there was no power under the old law to exact a bond and forfeit the same prior to the event of a case where a piracy has actually occurred. It does not seem desirable to have to wait until a piracy has been committed on a steamer before enforcing the owners undertaking to observe precau-

tions against piracy. The present law provides that where an owner fails to observe precautions he can be proceeded against at once, where a piracy has occurred. In the third place, the present law is defective in its procedure with regard to the forfeiting of the sum secured by the bond. There is no provision for giving notice to the owner of any proceedings for forfeiture, and no provision for the furnishing of any opportunity to such owner of appearing and showing cause against such order.

With a view to making the observance of precautions against piracy more real, the Bill enacts that it shall be a misdemeanour for any ship or launch to which the Bill applies to go to sea without being provided with the bond required. It also makes it a misdemeanour to give any order, or make any threat, or hold out inducement which may have the effect of inducing any person to fail to observe the provisions of the Ordinance or regulations made thereunder. The Bill, Sir, also contains various minor provisions consequential on the main objects of it. The only one I think necessary to mention at this stage is that under the regulations to be made under the Bill when passed, it is proposed that owners of steamers and launches should be liable to pay to the Colonial Treasurer a certain sum for the watchmen and guards to be maintained on the steamers, as it is intended that such watchmen and guards shall be supplied, on application to the Captain Superintendent of Police, to each steamer as required, and that liability to supply watchmen and guards is provided for in clause 18 of the Bill.

The COLONIAL SECRETARY seconded the motion.

Hon. Mr. HEWITT—Your Excellency, before this Bill goes any further, I should like on behalf of the shipping trade of Hongkong and the Chamber of Commerce to make a few remarks. This Bill has been passed down to the Chamber of Commerce, and, as your Excellency is aware, very carefully considered, not only by the whole of my own committee but at a committee meeting at which were represented all the agents or owners of river, Macao or coasting steamers engaged in the Chinese passenger trade, and consequently of boats presumably open to piratical attacks. The finding of that Committee was put before your Excellency in a letter dated the 15th August, and I was hoping that either your Excellency or the Colonial Secretary would refer to it.

His EXCELLENCY—The letter is dated the 18th August, and it was received at the C.S.O. on that date.

Hon. Mr. HEWITT—It ought to have been sent in before, anyway. The gentleman I am representing at the moment are entirely in accord with your Excellency that all possible steps should be taken to prevent possible piratical raids on coast and river steamers, but our objections to the existing Bill are very fully set forward, after very careful consideration, in the letter which your Excellency has just shown me, and which I am sorry to say reached you on the 18th instead of the 15th instant. The question having been very carefully considered, the main point we wish to make is that the provisions of this Ordinance, and the regulations, are absolutely impracticable as far as ocean-going steamers are concerned. That being so, if this Bill is to take any effect at all it cannot possibly be made to apply to ocean-going vessels. That narrows it down to the question of how far these proposed regulations can be applied to river steamers. They can be for the greater part, but there are one or two objections, particularly the separation of the Chinese from their luggage and the erection of wire entanglements. There are one or two other points which

can be dealt with when the Bill is in Committee. This letter puts forward our views after very careful consideration. I think it is realised—I realise it, and I think my hon. friend opposite (Hon. Mr. Landale) will confirm me—that there is very little profit in this coolie business, but it must be carried on in the interest of this Colony's trade with Singapore and other colonies. The profit is very small, and if vessels are called upon to incur any great expense they will go out of the business altogether, and that will mean an increase of coolie labour at other centres, or it means that the Chinese will not travel by the Canton steamers, but will take the railway. I take it that that is not the intention of the Government. The intention of the Government is to encourage trade; certainly not to handicap shipowners to such an extent as to cause them to say they have been driven out of the business by excessive and vexatious regulations. The question of guards, as set forth in this letter, is another serious point. Shipping companies cannot possibly afford to have these expensive guards on a section of their voyage, as their employment would probably in itself eat up the full profits of the trade. I would ask your Excellency, therefore, when this Bill goes into Committee, to eliminate the application of this Bill to any ship of ocean-going type, and to consider, and I trust, finally adopt, the suggestions which the Chamber of Commerce have put forward with regard to a modification of the regulations relating to Macao and river steamers.

His EXCELLENCY—As I mentioned to the hon. member just now, this letter is dated the 18th and it has not yet received consideration. There has not been time to give it consideration. The Government are prepared to consider it, and, that being so, we will postpone going into Committee on the Bill until next meeting. At the same time, I would just like to refer to one point. The letter says, "The result of this legislation, if passed without the above alterations, will be to divert the native passenger trade from the river steamers to the railway instead of making the steamers more secure against piracy." That seems to have weighed a good deal with the hon. member, but he had possibly not then heard that the night train to Canton was held up by 300 robbers, one man being killed and several others wounded, and some \$50,000 looted from the train. I don't think the Chamber of Commerce, who are interested in shipping, need have the least fear that the traffic will be diverted to the railway. It is very desirable that drastic measures against the pirates should be taken, and drastic measures will have to be taken, within reason, of course, but the Government will consider any reasonable proposals that are made.

The Bill was read a second time.

LETTER FROM CHAMBER OF COMMERCE.

The letter referred to by Hon. Mr. Hewitt is as follows:—

Hongkong, 18th August, 1914.
Sir,—A Special Meeting of my Committee was held on Wednesday, the 12th instant, to consider the Draft Bill, and Draft Regulations to be made thereunder, for the better prevention of piracy of vessels trading from this Colony.

(2.)—At this Meeting there attended, at the invitation of my Committee, representatives of the principal owners of Coasting and River Craft.

(3.)—I am directed to convey to you the opinions unanimously expressed by these present.

(4.)—COASTERS.

I cannot do better than attach hereto the considered views of one of the principal owners of coasters which views were fully endorsed by those present at the special meeting above referred to.

(b.)—RIVER STEAMERS.

Generally the Regulations, as regards River Craft, are excellent and are likely to attain the desired purpose.

The following exceptions however, are taken to them:—
Clause 10 is regarded as impracticable. There is no baggage room on River Steamers and Chinese passengers will not be separated from their belongings. One can imagine the utter confusion and the amount of thieving which would occur upon passengers endeavouring to reclaim their baggage at the end of the voyage, and no check system is likely to prove in the least effective.

The time required for clearing the Customs at Canton and other ports would be so great as to act as a serious deterrent to the River trade.

For these reasons my Committee consider that Clause 10 should be eliminated.

Clause 13, which states:—

"If deck cargo is to be carried provision shall be made for partitioning it off and securing it in such a way that it shall be inaccessible to any person throughout the voyage without the authority of the master."

could not be made practicable, as all cargo in river steamers is carried on the lower deck among third class passengers. River steamers are not fitted with winches to work cargo in and out of the holds in the same manner as coasting steamers. Not only would it be impossible to place all cargo in the holds, the expense of handling would be prohibitive. Further, fresh vegetables, fruits, and live fish could not be carried in the holds.

My Committee suggest that this clause should be remodelled to read:—

"If deck cargo is to be carried other than cargo from Europe and America shipped on through Bills of Lading and import and export cargo shipped by European firms known to the River Company under English Bills of Lading, and live stock, live fish, fresh vegetables and fruits it shall be secured in such manner as to be inaccessible to any passenger throughout the voyage without the authority of the master."

If the Government insists on partitions being constructed to make cargo inaccessible to deck passengers, such partitions are likely to cause serious loss of life in case of collision as passengers will be prevented from leaving the ship.

In the case of the fire on the Tai On, if such regulations had been in force, probably no lives would have been saved.

The result of this legislation, if passed without the above alterations, will be to divert the entire native passenger trade from the river steamers to the railway instead of making the steamers more secure against piracy.

(4.)—In view of the above expression of carefully considered opinion, my Committee believe that the Government will be unable to apply the same Regulations to Ocean-Going Craft as to River Steamers.

I am to request you to be good enough to convey to His Excellency the Governor the thanks and appreciation of my Committee for his courtesy in referring this most important matter to this Chamber for consideration.

I have the honour to be, Sir,

Your obedient servant,

Secretary.

The Honourable

The Colonial Secretary.

PREVENTION OF PIRACY REGULATIONS.

The following is the report of the Chamber of Commerce which was enclosed with the above communication:—
Consideration of the proposed regulations, in our judgment, shows that they are not well designed to cover the varied conditions under which vessels with or without passengers make the voyages specified in the Bill without undue, and in such cases unwelcome, application, and we take the opportunity of making the following comments on them.

(Continued on Page 6.)

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ALWAYS IN STOCK.

HONGKONG LEGISLATIVE COUNCIL.

(Continued from page 5.)

COASTERS.

We find the application of Article 3 of the Bill so sweeping that it covers ships which we cannot think it was intended to cover. The expense of the guards and of the changes and fittings required is considerable, and the existence of many of them will be a serious interference with the freedom of movement and with the handling of cargo on board for long periods when they are not serving the purpose intended. The article refers to voyages ranging from Amoy to Haiphong, and in doing so includes vessels which have some of these routes as only part of their voyages. One of the principal effects on coasters of these regulations will be to cause the creation of other structural alterations, the changes in connection with passengers, their luggage and cargo, so inconvenient as to be almost impracticable, on the regular steamers running between Tientsin, Tsingtau and Shanghai to Canton via Hongkong. These boats make a round voyage in, say, three weeks, and would be hampered by these regulations all that time because they are for two periods of eight hours each between Hongkong and Canton. These vessels engage no passengers at either of these two ports for the longer voyage, but will be a simple matter, therefore, to keep people off who are not travelling outside as well as within the danger zone, and in any case in the southern direction strangers would at once be detected. We think it reasonable, therefore, that such vessels should be exempt from the new regulations.

The number of passengers carried by coasters trading between Hongkong, Haiphong, Pakhoi and Haiphong is so small that it would take a very long period to recover the cost of the alterations called for.

Additional reasons for their exemption arise out of the following remarks on certain of the regulations:—

Regulation No. 5 requiring access to the bridge from below to be about the grille appears to assume that all boats are built much alike, whether special river or ocean-going boats, and that it is of equal feasibility to make the required changes with the one as in the other, besides the assumption that need also be equal, whereas the fact is that the construction of river boats differs from one another and greatly from coasters, while there is further great variation between the designs of coasters. To comply with this regulation on many of the coasters means either the removal of certain fixed ladders and severing the connection between the fore deck and the rest of the ship or sending the boats to a dockyard and changing the design at great cost and delay.

Regulation 7 requiring the protection of the emergency steering gear would, to be effective, mean a steel house of considerable dimensions and this alone would cost not less than \$2,000 on each vessel.

Regulation 11 requiring the isolation of other than 1st-class passengers would mean a grille across two alleyways which are the ships' only thoroughfares and would therefore be extremely inconvenient if not impracticable.

Regulation 13 requires that deck cargo shall be made inaccessible. This is impracticable and would mean no deck cargo at all.

Regulations 23 to 31 require guards to travel by the regular and irregular vessels, and we think we have given sufficient reason in the fact that the boats engage no passengers between Hongkong and Canton or vice versa for their not being burdened with the inconvenience and cost of carrying guards.

Regulation 40 on coasters, passengers, an average in number of whom we may mention is only about 60 to 100, are carried in an after-deck house deck, below and overflows, in the lower of these 'tween decks is usually occupied with cargo. The passengers have the run of the after 'tween decks throughout the voyage. To rope them up there, behind locked grille doors while the ship is in the danger zone would be greatly resented, and the fitting of such doors or barriers across the 'tween decks cannot, we think, have been contemplated.

The foregoing applies with equal force in all respects to the frequent but irregular coasters such as those chartered with Yangtze produce partly to Hongkong and partly to Canton. They carry generally one kind of cargo and few, if any, passengers, and none between Hongkong and Canton.

Points of agreement are the requirements of (steamers) Regulations 12 and 15 to 21, 32 to 39, 41 to 43.

BILLS OF SALE AMENDMENT ORDINANCE.

The ATTORNEY-GENERAL moved the second reading of the Bill entitled, "An Ordinance to exempt certain securities on imported goods from the operation of the Bills of Sale Ordinance, 1896."

In doing so he said:—The object of this Bill, Sir, is to introduce into this Colony the provisions of the Bills of Sale Act, 1897, as amended by the Bills of Sale Act, 1897. At present the Bills of Sale of goods in foreign ports and at sea are exempt from the Bills of Sale Ordinance, but goods which have reached the Colony come within it, and this Bill, Sir, provides that following on the amendment of the law which has been made in England, any instrument charging security on imported goods before they are deposited in warehouse godown, before they are being re-shipped, or before delivery to a purchaser, shall be exempt from the said Ordinance.

The COLONIAL SECRETARY seconded, and the Bill was a second time.

Council then went into Committee to consider the Bill clause by clause.

On resuming, the ATTORNEY-GENERAL reported that the Bill had passed through Committee without amendment, and moved that it be read a third time.

The COLONIAL SECRETARY seconded, and the Bill was read a third time and passed.

His Excellency the Governor then adjourned this day week. We must get on with this Piracy Bill before another piracy overtakes us.

FINANCE COMMITTEE.

A meeting of the Finance Committee followed, the COLONIAL SECRETARY presiding.

A GENERAL VOTE.
His Excellency the Governor recommended the Council to vote a sum of \$39,250 in aid of the following votes:—

PUBLIC WORKS, RECURRENT.

HONGKONG.

BUILDINGS.

1.—Maintenance of Buildings \$14,000

2.—Maintenance of Roads and Bridges in City 45,000

3.—Maintenance of Roads and Bridges outside City 9,000

4.—Maintenance of Sewers, Nullahs, etc. 2,000

5.—Maintenance of Sewers, Nullahs, etc. 2,000

6.—Maintenance of Sewers, Nullahs, etc. 2,000

7.—Gas Lighting, City and Suburbs and Hill District 500

8.—Electric Lighting, City 250

9.—Maintenance of Praya Walls and Piers 2,500

10.—Stores Depreciation 7,000

11.—Water Account (Meters, etc.) 3,500

12.—Water Account (Meters, etc.) 3,500

13.—Water Account (Meters, etc.) 3,500

14.—Water Account (Meters, etc.) 3,500

15.—Water Account (Meters, etc.) 3,500

16.—Water Account (Meters, etc.) 3,500

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69.—Water Account (Meters, etc.) 3,500

Summer Excursions TO JAPAN

BY THE STEAMERS OF
CANADIAN PACIFIC S.S. LINE.
PACIFIC MAIL S.S. CO.
TOYO KISEN KAISHA.

GOING AND RETURNING WITHIN PERIOD 1st JUNE—31st OCT.

RATES FROM HONGKONG:

NAGASAKI \$120.00. KOBE \$135.00. YOKOHAMA \$150.00.

Tickets are interchangeable for return by any steamer of above-named Companies and include Rail between Japan Ports of call if desired.

Passengers may go and/or return via MANILA without additional charge by steamer calling at that Port as indicated in schedule of sailings shown below.

The Steamers operated by the Companies named are the largest fastest and most luxurious on the Coast.

JOINT SCHEDULE OF SAILINGS TO AND FROM JAPAN PORTS.

FROM JAPAN. TO JAPAN.

YOKOHAMA LEAVES KOBE LEAVES NAGASAKI LEAVES HONGKONG ARRIVES

17 Aug. 18 Aug. 20 Aug. 22 Aug. 24 Aug. 26 Aug. 28 Aug. 30 Aug. 1 Sept. 2 Sept. 4 Sept. 6 Sept. 8 Sept. 10 Sept. 12 Sept. 14 Sept. 16 Sept. 18 Sept. 20 Sept. 22 Sept. 24 Sept. 26 Sept. 28 Sept. 30 Sept. 1 Oct. 3 Oct. 5 Oct. 7 Oct. 9 Oct. 11 Oct. 13 Oct. 15 Oct. 17 Oct. 19 Oct. 21 Oct. 23 Oct. 25 Oct. 27 Oct. 29 Oct. 31 Oct.

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17 Aug. 18 Aug. 20 Aug. 22 Aug. 24 Aug. 26 Aug. 28 Aug. 30

SHIPPING

ARRIVALS.

Alma, Norwegian str., 1,017, Arntzen, 18th August—Bangkok 12th August, Rice—Ch nee.

Chitlon Maru, Japanese str., 3,142, M. Shincho, 20th August—Mojji 14th August, General—Nippon Yusen Kaisha.

Poosang, British str., 1,987, T. A. Mitchell, 20th August—Mojji 14th August, General—Jardine, Matheson & Co.

Haiching, British str., 1,267, W. C. Passmore, 20th August—Amoy 19th August, General—Douglas Lapraik & Co.

Hartay, British str., 1,222, J. W. Evans, 20th August—Swatow 19th August, General—Douglas Lapraik & Co.

Kueichow, British str., 1,222, Forsyth, 20th August—Weihaiwei 14th August, General—Butterfield & Swire.

Rujmanoff, Dutch str., 3,015, A. W. Le Rooy, 19th August—Batavia 11th August, General—Java-China-Japan Lijn.

Shaoching, British str., 1,307, Tuckwell, 19th August—Shanghai 16th August, General—Butterfield & Swire.

Suisang, British str., 1,776, H. Simpson, 19th August—Mojji 13th August, Coal—Jardine, Matheson & Co.

Taiwan Maru, Dutch str., 3,859, F. E. C. v. Schenbech, 20th August—Java 11th August, General—Java-China-Japan Lijn.

Wosang, British str., 20th August—Canton.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
August 20th.

Chilbar, Norwegian str., for Bangkok.

Eiger, Norwegian str., for Newchwang.

Hongkong, French str., for Hoihow.

Kentucky, British str., for Yokohama.

Lorsang, British str., for Hongay.

Luchow, British str., for Shanghai.

Namsang, British str., for Yokohama.

Orster, British str., for Yokohama.

DEPARTURES.

August 20th.

Chingchow, British str., for Liverpool.

Indragiri, British str., for New York.

Karanga, British str., for Kobe.

Kueichow, British str., for Canton.

Oriental, British str., for Bombay.

Shaoching, British str., for Canton.

Shiroku Maru, Jap. str., for Keelung.

SHIPPING REPORTS.

The British str. *Fookang* reports: Very fair weather.

The British str. *Haiching* reports: Moderate N.E. winds and clear weather.

PASSENGERS.

ARRIVED.

Per *Shaoching*, from Shanghai, Miss McGregor and Mrs. Beer.

Per *Taiwan*, from Java, etc., Mr. de Lastille and Mr. Carleton.

Per *Haiching*, from Amoy, etc., Mr. W. B. Hind, Sister Beatrice and Sister St. Michael.

Per *Fookang*, from Moji, etc., Major Fitzwilliams, Capt. Farmer, Mr. Perfect and Mr. Hutcheson.

DEPARTED.

Per *Oriental*, for London, etc., Capt. A. Tucker, Mr. J. F. Dallas, Dr. A. G. L. Atkinson; for Marseilles, Mr. Georges E. van Petegem, Capt. de Mericourt; for Bombay, Adriano Pires; for Colombo, Mr. J. Temple; for Singapore, Mr. John W. Meley, Mr. and Mrs. A. Grabowsky, Mr. G. Kundamal, Mr. Fernandez, Mr. C. Brown, Mrs. and Miss McCurdy and child, Mr. F. W. Aston, Mr. K. Fujii and Mr. Araki.

LATEST STEAMER MOVEMENTS.

The M.M. str. *Cordillere* is expected to arrive here on the 23rd August, at 3 a.m., and will probably sail for Shanghai on the 24th August, at 10 a.m.

The Yokohama office of the T.K.K. is in receipt of wireless communication to the effect that the silk despatched hence per str. *Shingo Maru* on the 14th July was delivered in New York on the 18th August.

The Ben Line str. *Benarty*, from Leith, Middlesbrough, and London, left Singapore for this port on the 20th August, and may be expected to arrive here on or about 26th August.

The M.M. str. *Amazona* will leave for Marseilles via ports on the 25th August, at 1 p.m.

The M.M. str. *Paul Leat* will probably leave for Marseilles via ports on the 1st September, at 1 p.m.

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES	FLAG & REG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP VIA SINGAPORE, &c.	NILE	Brit. str.	—	H. Powell	P. & O. S. N. Co.	About 25th inst.
LONDON VIA SINGAPORE, &c.	MAJIMA	Brit. str.	—	G. W. Cookman, R.M.S.	P. & O. S. N. Co.	On 29th inst., at Noon.
LONDON & ANTWERP	CAENARVONSHIRE	Brit. str.	—	Costa	JARDINE, MATHESON & Co., Ltd.	On 31st inst.
MARSHALLS VIA SAIGON, SINGAPORE, COLOMBO, PORT SAID	AXAZONE	Frén. str.	—	Mural	MESSAGERIES MARITIMES	On 25th inst., at 1 p.m.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	KATORI MARU	Jap. str.	—	Murai	NIPPON YUSEN KAISHA	On 26th inst., at 10 a.m.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, SHANGHAI, &c.	SANO MARU	Jap. str.	—	K. Asakawa	NIPPON YUSEN KAISHA	On 25th inst., at 4 p.m.
VICTORIA, B.C., & TACOMA VIA KEELUNG & JAPAN	SHANTIE MARU	Jap. str.	—	T. Saito	OSAKA SHOSEN KAISHA	On 3rd Sept., at 4 p.m.
VICTORIA, B.C., & TACOMA VIA SHANGHAI, &c.	MEXICO MARU	Jap. str.	—	N. Kobayashi	JARDINE, MATHESON & Co., Ltd.	On 8th Sept.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	A. J. Halsey	OSAKA SHOSEN KAISHA	On 16th Sept., at 4 p.m.
SAN FRANCISCO VIA KEELUNG, SHANGHAI, &c.	MONGOLIA	Am. str.	—	H. S. Smith	CANADIAN PACIFIC R. Co.	On 16th Sept., at Noon.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	SHINTO MARU	Jap. str.	—	Sekine	PACIFIC MAIL S.S. Co.	On 15th Sept., at 1 p.m.
AUSTRALIAN PORTS VIA MANILA	EMPEROR	Jap. str.	—	F. L. Sommer	TOYO KAISEN KAISHA	On 22nd Sept.
AUSTRALIAN PORTS VIA MANILA	TAKIATAP	Jap. str.	—	Sekine	TOYO KAISEN KAISHA	On 3rd Oct.
Kobe & Yokohama	MISHIMA MARU	Jap. str.	—	F. L. Sommer	OSAKA SHOSEN KAISHA	On 23rd Sept., at 10 a.m.
NAHASAKI, Kobe & Yokohama	TANGO MARU	Jap. str.	—	Sekine	NIPPON YUSEN KAISHA	On 27th inst., at 11 a.m.
NAHASAKI, Kobe & Yokohama	KAWACHI MARU	Jap. str.	—	Nakamura	NIPPON YUSEN KAISHA	On 25th inst., at 5 p.m.
WEIHAIWEI, CHEFOO & TIENTSIN	KUEICHO	Brit. str.	1 m.	G. Hoeker	BUTTERFIELD & SWIRE	On 25th inst., at Noon.
SHANGHAI	WOSANG	Brit. str.	—	J. M. Smith	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at Noon.
SHANGHAI, Kobe & Yokohama	CHENAN	Brit. str.	1 m.	R. Y. Anderson	BUTTERFIELD & SWIRE	On 23rd inst., at D'light.
SHANGHAI	CORDELLIER	Frén. str.	—	E. French	MESSAGERIES MARITIMES	On 24th inst., at 10 a.m.
SHANGHAI, Kobe & Yokohama	SHAOCHING	Brit. str.	1 m.	Nakamura	BUTTERFIELD & SWIRE	On 25th inst., at 4 p.m.
SHANGHAI, Kobe & Yokohama	KIRIN MARU	Jap. str.	—	F. J. Fox	NIPPON YUSEN KAISHA	On 26th inst.
SHANGHAI	NUBIA	Brit. str.	—	S. Barham	P. & O. S. N. Co.	About 22nd inst.
SHANGHAI, Kobe & Yokohama	ABOADIA	Brit. str.	—	Y. Yamamoto	JARDINE, MATHESON & Co., Ltd.	On 29th inst., at Noon.
SHANGHAI	LIENSHING	Brit. str.	—	K. Murakami	OSAKA SHOSEN KAISHA	On 26th inst., at 2 p.m.
SHANGHAI	TAIYANG	Jap. str.	—	W. C. Passmore	OSAKA SHOSEN KAISHA	On 23rd inst., at Noon.
SHANGHAI	KAIYO MARU	Jap. str.	—	A. H. Stewart	DAVID SASSOON CO., LTD.	On 25th inst.
SHANGHAI	DAIJIN MARU	Jap. str.	—	A. H. Rodgins	DOUGLAS LAFRAIK & Co.	To-day, at 11 a.m.
SHANGHAI	TANDA	Brit. str.	2 h.	A. H. Rodgins	DOUGLAS LAFRAIK & Co.	To-morrow, at 2 p.m.
SHANGHAI	HAICHING	Brit. str.	2 h.	P. H. Rolfe	DOUGLAS LAFRAIK & Co.	On 23rd inst., at 10 a.m.
SHANGHAI	HAIXUN	Brit. str.	2 h.	P. H. Rolfe	DOUGLAS LAFRAIK & Co.	On 28th inst., at 11 a.m.
SHANGHAI	YUENANG	Brit. str.	—	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 2 p.m.
SHANGHAI	TAKING	Brit. str.	1 m.	Sidford	BUTTERFIELD & SWIRE	On 25th inst., at 4 p.m.
SHANGHAI	LOONGSANG	Brit. str.	—	T. Yamaguchi	JARDINE, MATHESON & Co., Ltd.	On 29th inst., at 2 p.m.
SHANGHAI	THAN	Brit. str.	—	Kamachiba	BUTTERFIELD & SWIRE	On 1st Sept., at 4 p.m.
SHANGHAI	TRIKIN	Jap. str.	—	Naguchi	JAVA-CHINA-JAPAN LYN	On 26th inst., at Noon.
SHANGHAI	SANGON MARU	Jap. str.	—	El J. Tadd	OSAKA SHOSEN KAISHA	On 25th inst., at 2 p.m.
SHANGHAI	RANGON MARU	Jap. str.	—	D. A. Gardiner	JARDINE, MATHESON & Co., Ltd.	On 25th Oct.
SHANGHAI	CEYLON MARU	Jap. str.	—	J. R. O'Sullivan	DAVID SASSOON CO., LTD.	On 27th inst.
SHANGHAI	LAISANG	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	On 27th inst., at 2 p.m.
SHANGHAI	SALAMIS	Brit. str.	—	Simons	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SHANGHAI	GREGORY APOAR	Brit. str.	—	A. Kennedy	JARDINE, MATHESON & Co., Ltd.	On 1st Sept., at Noon.
SHANGHAI	FOOKSANG	Brit. str.	1 m.	J. Robertson	BUTTERFIELD & SWIRE	On 25th inst., at 10 a.m.
SHANGHAI	SHANSI	Brit. str.	—			
SHANGHAI	HINSANG	Brit. str.	—			
SHANGHAI	SUNGIANG	Brit. str.	1 m.			

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER						TO L'POOL		FROM L'POOL		FROM VANCOUVER					
STEAMERS	Hong-kong	Shanghai	Nagasaki	Kobe	Yokohama	Van-couver	Quebec	Liver-pool	Quebec	STEAMERS	Van-couver	Yokohama	Kobe	Nagasaki	Hong-kong
EMPEROR OF INDIA	Wed day 16 Sept.	19 Sept.	21 Sept.	23 Sept.	25 Sept.	7 Oct.	15 Oct.	22 Oct.	17 July	24 July	MONTEAGLE	29 July	14 Aug.	17 Aug.	19 Aug.
									24 July	31 July	EMPEROR OF RUSSIA	6 Aug.	17 Aug.	18 Aug.	20 Aug.
									7 Aug.	14 Aug.	EMPEROR OF INDIA	20 Aug.	3 Sept.	4 Sept.	6 Sept.

PASSAGE RATES—HONGKONG TO LONDON.

		VIA QUEBEC	VIA NEW YORK	
EMPEROR OF RUSSIA	{	Meals and Sleeping	£71.10	£71.10
EMPEROR OF ASIA		Car Berth across	£65 —	£65 —
EMPEROR OF INDIA		Canada \$6 additional.	£43 —	£45 —
EMPEROR OF JAPAN				
MONTEAGLE				

Hour of Departure.—All Steamers sail from Hongkong at Noon.

Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KAISEN KAISHA.

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.

AROUND THE WORLD RATES in connection with SORE MAIL LINES or TRANS-SIBERIAN ROUTE.

THE "EMPEROR OF RUSSIA" AND "EMPEROR OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

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THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

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Route from HONGKONG via SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please apply to—

D. W. CRADDOCK,

GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya

SHIPPING IN PORT.

STEAMERS.

CARDIUM, British str., 3,984, Wm. Fretwell, 16th August—Singapore 8th August, Oil—Asiatic Petroleum Co.

CHENAN, British str., 1,365, Lloyd Jones, 18th August—Shanghai 14th August, General—Butterfield & Swire.

CHITURN, Chinese str., 1,177, W. S. Ross, 17th August—Shanghai 14th August, General—Chinese.

DAIJIN MARU, Japanese str., 3,000, K. Murakami, 19th August—Swatow 18th August, General—Osaka Shosen Kaisha.

DEN OF AIRLIE, British str., 2,090, Thomson, 17th August—London 20th June, General—Jardine, Matheson & Co.

DEVANWONGSE, British str., 1,047, C. W. Shearer, 18th August—Saigon 9th August, Rice—A. Bune & Co.

DRUMELTAN, British barque, 1,820, A. Watt, 16th August—New York 27th April, Case Oil—Standard Oil Co.

EIGER, Norwegian str., 876, B. Fingalsen, 14th August—Daly 7th August, Beans and Oil—Chinese.

EMPIRE, British str., 4,500, E. T. Filcher, R.N.R., 4th August—Melbourne 30th June, General—Gibb, Livingston & Co.

ERIKEN, Norwegian str., 1,344, Nielsen, 18th August—Kobe 8th August, Rice—Mitsui Bussan Kaisha.

FUKUKA MARU, Japanese str., 1,939, T. Okazaki, 18th August—Mojji 10th August, General—Mitsui Bishi Gohei Kaisha.

HAIKAI, British str., 1,000, J. W. Evans, 17th August—Swatow 16th August, General—Douglas Lapraik & Co.

HOKUTO MARU, Japanese str., 3,436, K. Morita, 19th August—Kodung 16th August, General—Doddwell & Co.

HOINGANG, Chinese str., 1,423, D. D. Ross, 17th August—Tientsin 9th August, General—Chinese.

HUPPE, British str., 1,460, A. Tucker, 13th August—Saigon 9th August, Rice—Butterfield & Swire.

KALGAN, British str., 1,345, D. R. Davis, 17th August—Saigon 13th August, Rice—Butterfield & Swire.

KENTUCKY, British str., 4,273, Lee, 17th August—Singapore 11th August, General—Shewan, Tomes & Co.

LAISANG, British str., 2,224, F. Mooney, 19th August—Mojji 13th August, General—Jardine, Matheson & Co.

MAKINAW, American str., 2,005, W. G. Krebs, 13th August—Saigon 9th August, Rice and Chinese—Chinese.

ONESTES, British str., 2,992, Clark, 19th August—Liverpool 4th July, General—Butterfield & Swire.

PHEUMPHEN, British str., 1,065, W. C. Bird, 15th August—Saigon 10th August, Rice and General—Chinese.

TAIWAN MARU, Japanese str., 1,145, M. Sawada, 18th August—Hongay 16th August, Coal—Osaka Shosen Kaisha.

TAMON MARU No. 15, Japanese str., 1,342, Kobayashi, 12th August—Chingwan-tao 6th August, Coal—Doddwell & Co.

TSURUGISAN MARU, Japanese str., 2,560, S. Haracka, 15th August—Mikie 8th August, Coal—Mitsui Bussan Kaisha.

WINAMAC, British str., 3,605, N. MacDonald, 14th August—Swatow 13th August, Ballast—Standard Oil & Co.

WOSANG, British str., 1,127, J. Smith, 16th August—Swatow 16th August, General—Jardine, Matheson & Co.

YUENANG, British str., 1,123, P. H. Rolfe, 18th August—Manila 15th August, General—Jardine, Matheson & Co.

VESSELS EXPECTED.

MERCHANT STEAMERS.

The P. & O. str. *Nubia* left Singapore for this port on the 15th August, and is due here on the 21st August, about daylight.

The str. *Tanda*, from Calcutta, left Singapore, and may be expected here on or about the 21st August.

The Mogul Line str. *Errol* sailed from Singapore on the 19th August, and is therefore expected to arrive here on the 25th August.

SHIRE LINE, LIMITED.

Carnarvonshire, from Vancouver, is due in Hongkong 26th August.

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"FROM HONGKONG TO CANTON BY THE PEARL RIVER."

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INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR SHANGHAI: "WOSANG" Saturday, 22nd Aug., D'light.

FOR MANILA: "YUENANG" Saturday, 22nd Aug., 2 p.m.

FOR SINGAPORE, PENANG & CALCUTTA: "LAISANG" Tuesday, 25th Aug., 2 p.m.

FOR SINGAPORE, PENANG & CALCUTTA: "FOOKSANG" Thursday, 27th Aug., 2 p.m.

FOR SHANGHAI: "LIENSHING" Friday, 28th Aug., Noon.

FOR MANILA: "LOONGSANG" Saturday, 29th Aug., 2 p.m.

FOR SANDAKAN: "HINSANG" Tuesday, 1st Sept., Noon.

RETURN TOURS TO JAPAN.

The Steamers "KURANGA" and "LAISANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fookang," "Kowang," and "Lovat" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yesso, Okinawa, Taiwan, Japan, etc.

Taking Cargo on Through Bills of Lading to Kure, Lahad Datu, Singapore, Tawau, Usukan, Jesselton and Labuan.

Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Hongkong, 21st August, 1914.

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Telephone No. 215.

Hongkong, 16th April, 1914.

THE ROYAL MAIL STEAM

PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR LONDON & ANTWERP: "CARNARVONSHIRE" On 31st Aug.

TRANS-PACIFIC "SHIRE" AND "GLEN" JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND: "MERIONETHSHIRE" On 8th Sept.

VICTORIA, VANCOUVER, SEATTLE, TACOMA & PORTLAND: "CARDIGANSHIRE" On 30th Sept.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No.

JARDINE, MATHESON & Co., LTD., AGENTS.

Hongkong, 25th July, 1914.

THE CHINA ASSOCIATION. PROCEEDINGS OF THE GENERAL COMMITTEE.

Since the last "Proceedings" were published several meetings of the General Committee, and the annual general meeting, have taken place. Questions of importance and of much interest came under their consideration, and were therefore not available for these columns. The following matters, discussed at meetings held on March 24th, May 26th, and June 30th, however, may now be mentioned. A scheme was submitted by the Shanghai Branch for the abolition of the Shanghai Port, which the Committee quite agreed in principle, but not in method. Criticisms were offered by Mr. Gundry and Sir Charles Dudgeon, which were forwarded to Shanghai.

The Association received particulars of the disagreement between the Anglo-French Land Investment Company at Shanghai and the French Mission regarding certain of the property over which the French Mission were anxious to recover complete control.

There was no suggestion that the services of the Association were required, but the incident afforded an opportunity for asking the Foreign Office for information regarding the position of the Order-in-Council for dealing with Company Regulations in China.

The reply received indicated that some further delay might be anticipated owing to a difficulty which had arisen in Hongkong.

The questions of equality of trading rights in Manchuria and the position of British trade in the Yangtze Valley again occupied the Committee's serious attention, but it is not desirable to publish particulars. As regards the latter, it may be added, the Association addressed a letter to the Commercial Department of the Board of Trade.

PIRACY IN CHINESE WATERS.

The increasing frequency of piracy in Southern Chinese waters and the seeming inability of the Chinese Government to deal with it, caused much uneasiness and dissatisfaction to residents in Hongkong, and led the Hongkong Chamber of Commerce to send a telegram of strong protest to the London Chamber of Commerce urging that His Majesty's Government should require the Chinese Authorities to take sufficiently stern measures to suppress the evil. The Association, and at once addressed a letter to the Foreign Office in which the opinion was expressed that the only way to suppress piracy effectively would be for gunboats of adequate size to convoy steamers for Canton, between Cap-Shui-mun and Whampoa, and for the West River, between Cap-Shui-mun and Wang-mun, and vice versa for the return journey—four gunboats being necessary for this convoy. It was not suggested that British vessels should undertake the work, but it was suggested that a number of British naval officers might be lent to the Chinese, at least until the service was in thorough working order.

The reply since received states that the letter was forwarded to Sir John Jordan, who with the Naval Authorities and the Chinese Government were considering the matter.

UNIVERSITY AT HANKOW.

Some two years ago a scheme to establish a University at Hankow under British auspices was brought to the attention of the Committee, who passed a resolution sympathizing with the object in view, and commending the appeal for funds to the consideration of those interested in China. During the interval much arduous work was accomplished by Mr. Southill in making known the needs of the University. In again bringing the scheme before the Committee the Chairman announced that it had undergone important changes; the University would now be on secular lines, and it was proposed to obtain the necessary funds by asking His Majesty's Government to divert a sufficient sum for the purpose from the Boxer Indemnity payments. It was anticipated that £200,000 would be required, and all the important Chambers of Commerce in this country had appealed to the Government in support of the scheme.

Resolved that the scheme should be supported, and a letter addressed to the Foreign Office to that effect.

YUAN SHIH-KAI'S SUCCESSOR.

The Committee resolved that a letter should be written to the Foreign Office advocating, in the interests of China, at home and abroad, that her Government should formally announce that a successor to Yuan Shih-kai, as President, had been selected, though it was not necessary for reasons of State, to disclose his name.

[Speaking at a meeting held under the auspices of the London Chamber of Commerce on July 6th, Dr. Morrison said that "the Vice-President, Li Yuan-hung, would succeed the President in the case of anything happening to him."

Amongst other matters which came before them at their meeting on June 30th the Committee considered some interesting correspondence sent by the Shanghai Branch relative to the Mixed Court at Shanghai, and the Question of Copyright in China.

The Association received copies of certain correspondence relative to a rumored monopoly of tobacco in China, but as the evidence seemed mainly to be based on native newspaper reports, which have since been emphatically denied, the Committee resolved that no action on their part was needed at present.

FINANCE BILL, 1914.

It was pointed out to the Committee that under Section 5 of the Finance Bill, 1914, the effect of certain clauses, or the wording of certain sections, would have been prejudicial to British interests in China.

It was resolved that a letter be written to the Foreign Office showing in what manner inequalities would be created and hardship established in China.

(Information has since been received that the Association's letter was forwarded to the Treasury, who would deal with it direct.)

NATIONAL ANTHEMS. FRENCH AND BRITISH.

We print below the French National Anthem, "La Marseillaise," with a rough English rendering, and the words of "God Save the King."

"GOD SAVE THE KING."
God save our gracious King,
Long live our noble King,
God save the King.
Send him victorious,
Happy and glorious,
Long to reign over us,
God save the King.

Thy choicest gifts in store
On him be pleased to pour,
Long may he reign;
May he defend our laws
And ever give us cause
To sing with heart and voice,
God save our King.

Oh, Lord our God, arise,
Scatter our enemies;
And make them fall;
Confound their politics,
Frustrate their knavish tricks,
On Thee our hopes we fix,
God save us all.

LA MARSEILLAISE.

*Allons, enfants de la Patrie,
Le jour de gloire est arrivé.
Kette nous de la Tyrannie
L'éclaircissement sanglant est levé.
(repeat last line.)*

*Entendez-vous dans les campagnes
Mugir ces braves soldats
Qu'ils viennent jusque dans vos bras
Egorger ces fils de nos compagnes.*

CHORUS.

*Aux armes, citoyens,
Formez vos bataillons,
Marchons! Marchons!
(repeat above three lines.)*

*Qu'un sang impur
Abreuve vos sillons!*

ENGLISH VERSION.

Wake up, sons of the Country,
The day of glory has arrived.
Amongst us of tyranny
The blood-stained standard is raised.
Do you hear in the valleys
The roar of those fierce soldiers
Who are coming upon you
To cut the throats of your wives and daughters!

CHORUS.

To arms, citizens!
Form your battalions.
Forward! Forward!
That a blood impure
May soak your furrows.

We shall follow in their steps
When our elders shall be no more,
Sure to find their ashes
And the trace of their virtues.
Much less happy to survive them
Than to share their graves,
We shall have the supreme pride
Of avenging them of following them.

BRITISH NORTH BORNEO RUBBER TRUST.

The report for the 12 months ended June 30th last states that the balance of revenue, including £2,229 brought forward, amounted to £17,004. During the year 409,774 options were extended and the amount received—£512—was written off the cost of investments. The directors have set aside against depreciation the balance of profit realized from sales of investments, £2,713, and have appropriated £1,000 from revenue for the same purpose. They recommend a dividend of 31 per cent., less tax, leaving £3,159 to be carried forward. The heavy fall in the price of rubber led to the suspension of dividends upon some of the Trust's holdings of rubber company shares, and the reduction of dividends upon others, and this loss of revenue counteracted the improvement in other directions. A valuation made by the directors upon the basis of ruling quotations at the close of the year pointed to a depreciation of about 15 per cent. after allowing for the reserve account and the amount carried forward. Last year the balance of revenue, including £2,032 brought forward, was £17,993; the dividend was at the same rate.

FOR EUROPE AND AMERICA.

INDIA, AUSTRALIA, &c.,
and for
PRIVATE RESIDENCE AT THE OUTPOSTS.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES AND LONDON
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer	Steamers to	Leave	Leave	Connecting Steamer	Due at	Due at
"ORIENTAL" leave YOKOHAMA	COLOMBO.	SHANGHAI	HONGKONG	from COLOMBO to MARSEILLES and LONDON	MARSEILLES	PLYMOUTH (London 1 day later)
Aug. 20	MALTA	Aug. 25	Aug. 29	MALWA	Sept. 26	Oct. 2
Sept. 3	ARCADIA	Sept. 8	Sept. 12	MOREA	Oct. 10	Oct. 16
Sept. 17	DEVANHA	Sept. 22	Sept. 26	MALOJA	Oct. 23	Oct. 29
Oct. 1	ORIENTAL	Oct. 6	Oct. 10	MOLTAN	Nov. 6	Nov. 12
Oct. 15	MALTA	Oct. 20	Oct. 24	MOLDAVIA	Nov. 20	Nov. 26
Oct. 29	ARCADIA	Nov. 3	Nov. 7	KHYBER	Dec. 4	Dec. 10

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

F A R E S:

1st Saloon	"B"	Accommodation	Single	\$59	"	\$89.
2nd Saloon	"A"	"	"	\$44	"	\$86.
	"B"	"	"	\$40.	"	\$80.
MARSEILLES						
1st Saloon	"A"	Accommodation	Single	\$61.	Return	\$91.
	"B"	"	"	\$55.	"	\$85.
2nd Saloon	"A"	"	"	\$42.	"	\$83.
	"B"	"	"	\$38.	"	\$87.

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS.	Leave YOKOHAMA	Leave SHANGHAI	Leave HONGKONG	Leave SINGAPORE	Due at MARSEILLES	Due at LONDON
NILE	Aug. 4	Aug. 21	Aug. 25	Aug. 31	Sept. 28	Oct. 6
SARDINIA	Sept. 1	Sept. 18	Sept. 22	Sept. 28	Oct. 21	Nov. 1
NUBIA	Sept. 15	Sept. 22	Sept. 26	Sept. 30	Oct. 6	Nov. 15
NAMUR	Sept. 29	Oct. 6	Oct. 10	Oct. 14	Oct. 20	Nov. 22
NOVARA	Oct. 13	Oct. 20	Oct. 24	Oct. 28	Nov. 3	Nov. 23

These Steamers call also at PORT SWETENHAM, PENANG and COLOMBO

FARES TO LONDON:

1st Saloon \$50 Single, 2nd Saloon \$35 Single, \$52 Return

FARES TO MARSEILLES:

1st Saloon \$46 Single, 2nd Saloon \$33 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISBURSEMENT	Tons	SAILING DATES
MARSHALLS, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KATORI MARU Capt. Mura	20,000	WEDNESDAY, 26th Aug., at 10 A.M.
VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	KAMO MARU Capt. Shimizu	16,000	WEDNESDAY, 9th Sept., at 10 A.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	SADO MARU Capt. K. Asakawa	12,500	TUESDAY, 25th Aug., at 4 P.M.
CALCUTTA via SINGAPORE, PENANG and RANGOON	YOKOHAMA MARU Capt. S. Wada	12,500	TUESDAY, 8th Sept., at 4 P.M.
BOMBAY via SINGAPORE, PENANG and COLOMBO	TANGO MARU Capt. Sekine	9,600	WEDNESDAY, 2nd Sept., at Noon.
SHANGHAI, KOBE and YOKOHAMA	NIKKO MARU Capt. R. Takeda	9,300	WEDNESDAY, 21st Oct., at Noon.
MOJI and KOBE	CEYLON MARU Capt. Naguchi	12,500	SATURDAY, 22nd Aug.
NAGASAKI, KOBE and YOKOHAMA	RANGOON MARU Capt. Komachita	12,500	MONDAY, 14th Sept.
KOBE and YOKOHAMA	KIRIN MARU Capt. Nakamura	5,000	WEDNESDAY 26th August.
	KAWACHI MARU Capt. Nakamura	12,500	FRIDAY, 28th Aug.
	TANGO MARU Capt. Sekine	9,600	TUESDAY, 25th Aug., at 5 P.M.
	MISHIMA MARU Capt. F. L. Sommer	16,000	WEDNESDAY, 27th Aug., at 11 A.M.

Fitted with New System of Wireless Telegraphy.

Notice—"Kamatsura Maru," "Kamatsura Maru" and "Hakata Maru" have been withdrawn from their Lines and not been replaced by substitutes.

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SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 months.

Commencing from 1st June, ending 30th September, 1915.

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1st Class ... \$135 \$122 \$108 \$95

2nd " ... \$81 \$75 \$65 \$57

With option of Rail between Steamer's Calling Ports in Japan.

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[8-9-14]

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Mrs. Bowler	Dr. McKean
Miss Britton	Maj. & Mrs. McMunn
Mr. & Mrs. Carmichael	children
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Mr. & Mrs. Chapman	child
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Capt. & Mrs. Cowan	and children
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MAIL TABLES</

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI, MOJI, KOBE and YOKOHAMA	NURIA Capt. F. J. Fox	About 22nd Aug.	Freight and Passage.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSHALLS	NILE Capt. H. Powell	About 25th Aug.	Freight and Passage.
SHANGHAI	ARCADIA Capt. S. Barham	About 27th Aug.	Freight and Passage.
LONDON via USUAL PORTS OF CALL	MALTA Capt. G. W. Cookman, R.N.	Noon. 29th Aug.	See Special Advertisement.

All the above Steamers are fitted with Wireless Telegraphy.

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E. A. HEWETT,
Superintendent.

Hongkong, 21st August, 1914

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Steamer	Displacement Tons and Speed.	Leave Hongkong.
TENYO MARU	22,000—21 knots from Nagasaki	15th Sept.
SHINYO MARU	22,000—21 knots	TUES., 22nd Sept.
CHIYO MARU	22,000—21 knots	TUES., 20th Oct.

* Via Manila omitting Shanghai.

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Steamer	Displacement Tons and Speed.	Sails
SEIYO MARU	14,000—14 knots	Saturday, 3rd October.

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For SEATTLE AND TACOMA via KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI and YOKOHAMA.

Steamer	Captain	Leaving
"SEATTLE MARU"	T. Saito	THURSDAY, 3rd Sept., at 4 P.M.
"MEXICO MARU"	N. Kobayashi	WED'DAY, 16th Sept., at 4 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer	Captain	Leaving
"SAIGON NARU"	T. Yamaguchi	WED'DAY, 26th Aug., A.M.

FOR FOCHOOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAISO MARU"	Y. Yamamoto	WED'DAY, 26th Aug., at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIUN MARU"	K. Murakami	SUNDAY, 23rd Aug., at Noon.
"DAIGI MARU"	S. Tokushige	SUNDAY, 30th Aug., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSU MARU"	X. Hattori	WEDNESDAY, 2nd Sept., 10 A.M.

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Tainanfu.	Foochow.	Samsui.
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Tokyo.	Osaka.	Keelung.
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SHANGHAI	"CHENAN"	On 23rd Aug., D'light.
WEIHOW, CHEFOO & TIENTSIN	"KUEICHOW"	On 25th Aug., Noon.
MANILA, CEBU and ILOILO	"TAMING"	On 25th Aug., 4 P.M.
SHANGHAI	"SHAOHSING"	On 25th Aug., 4 P.M.
HAIHOW, PAKHOI and HAIPHONG	"SUNGKIANG"	On 28th Aug., 10 A.M.
MANILA, CEBU and ILOILO	"TEAN"	On 1st Sept., 4 P.M.

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HONGKONG TO SHANGHAI:

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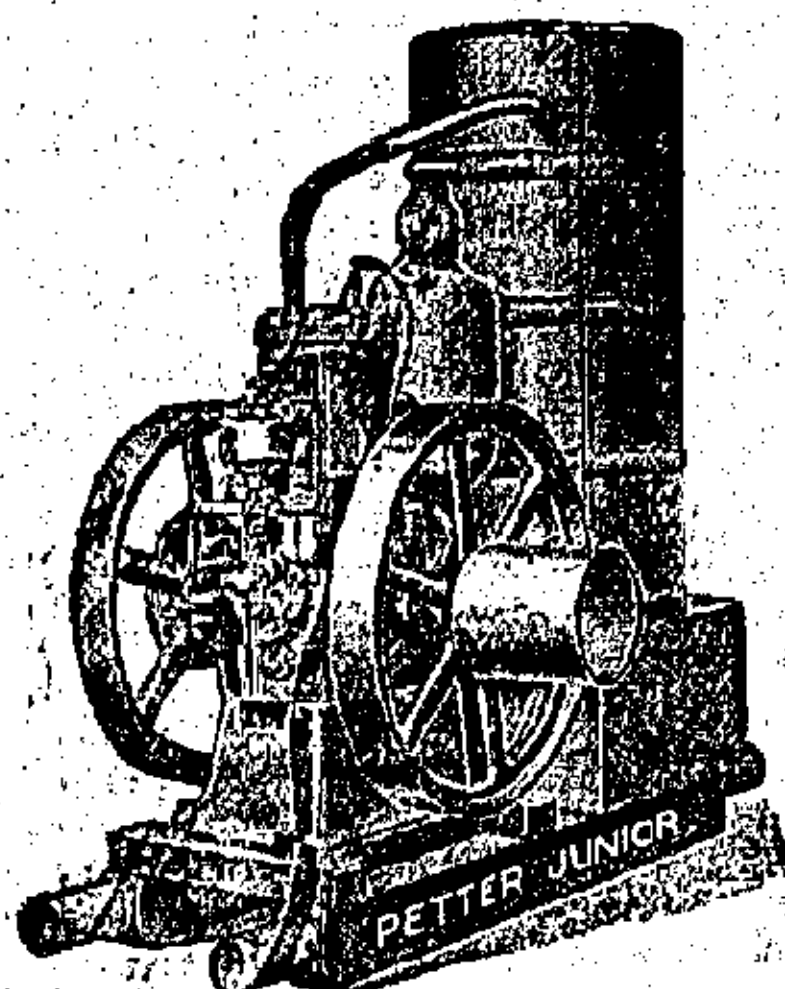
The Parcel Post service to Egypt and countries beyond is for the present suspended.

The *Cordillere*, with the FRENCH MAIL, is due to arrive here on Sunday, the 23rd inst., at 8 a.m.The *Yokohama Maru*, with the JAPANESE MAIL, is due to arrive here on Thursday, the 27th inst.

FOR	PER	DATE
Swatow ...	Haiching	Friday, 21st, 9.00 A.M.
Shanghai and North China ...	Den of Asia	Friday, 21st, 10.00 A.M.
Strait, Rangoon and India via Calcutta ...	Ceylon Maru	Friday, 21st, 3.00 P.M.
Shanghai and North China ...	Wosung	Friday, 21st, 4.00 P.M.
Straits, Batavia, Cheribon, Samarang ...	Hokuto Maru	Saturday, 22nd, 10.00 A.M.
Batavia and Sourabaya ...	Shansi	Saturday, 22nd, 10.00 A.M.
Swatow, Amoy and Foochow ...	Haitan	Saturday, 22nd, NOON
Philippine Islands ...	Yuenang	Saturday, 22nd, NOON
Shanghai and North China ...	Chenau	Saturday, 22nd, 4.00 P.M.
Swatow, Amoy, and Formosa via Tamsui ...	Haiwan	Sunday, 23rd, 9.00 A.M.
Shanghai and North China ...	Datin Maru	Sunday, 23rd, 9.00 A.M.
Swatow, Amoy and Foochow ...	Cordillere	Monday, 24th, 8.00 A.M.
Batavia, Samarang and Sourabaya ...	Haiching	Tuesday, 25th, 9.00 A.M.
Wohaiwei, Cebu and Tientsin ...	Tyikini	Tuesday, 25th, 10.00 A.M.
	Kueichow	Tuesday, 25th, 10.00 A.M.
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Philippine Islands ...	Taming	Tuesday, 25th, 2.00 P.M.
Shanghai and North China ...	Shanghai	Tuesday, 25th, 2.00 P.M.
Straits and India via Calcutta ...	Laitang	Tuesday, 25th, NOON

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UJIMANOER	JAVA	Second half of Aug.	SHANGHAI	Second half of Aug.
TUJLATJAP.	JAVA	Second half of Aug.	JAPAN	Second half of Aug.
TUJIKINI	SHANGHAI	Second half of Aug.	JAVA	Second half of Aug.
TUJIPANAS	SHANGHAI	Second half of Aug.	JAVA	First half of Sept.
TUJIPAROM	JAVA	First half of Sept.	SHANGHAI	First half of Sept.
TUJILWONG	JAVA	First half of Sept.	JAPAN	First half of Sept.
TUJIBODAS	JAPAN	First half of Sept.	JAVA	First half of Sept.
TUJIMAH	JAVA	First half of Oct.	JAVA	Second half of Oct.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 19th August, 1914.

Telephone No. 1574.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN
VIA SHANGHAI.FORTNIGHTLY SERVICE TO AND FROM EUROPE
VIA SUEZ CANAL.

OUTWARD

FOR SHANGHAI, KOBE AND CORDILLERE ... On 24th Aug., at 10 A.M.

YOKOHAMA ...

POLYNESIEN ...

HOMeward

MARSEILLES VIA PORTS ... On 25th Aug., at 1 P.M.

AMAZONE ...

PAUL LECAT ... On 1st Sept., at 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.

TRANSIPPING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and BLACK SEA.

Through Tickets to LONDON via PARIS by rail.
Circular Tickets to Europe via Suez and SIBERIAN ROUTE and vice-versa delivered here.

For further particulars apply to

P. THOMAS, AGENT.

QUEEN'S BUILDING.

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TO-MORROW

Noon—Hongkong and Shanghai Banking Corporation Meeting of Shareholders at the City Hall.

FORTHCOMING EVENTS.

Monday, 31st Aug.—

2 p.m.—Yue Hing Loong Meeting of Creditors at the Registered Office.

Saturday, 19th Sept.—

Noon—Royal Aerial Waters Manufacturing Co., Ltd., General Meeting at the Office of Messrs. Percy Smith, Seth & Fleming.

ON SALE.

HONGKONG HANSARD REPORTS
of the
LEGISLATIVE COUNCIL for the
Session 1913.

REVISED BY THE MEMBERS.

PRICE \$5.

DAILY PRESS OFFICE.

Hongkong, 24th February, 1914

COMMERCIAL

CLOSING QUOTATIONS.

August 20th.

ON LONDON—	Telegraphic Transfer.....	1/10 nom.
	Bank Bills, on demand.....	1/10 1/2
	Bank Bills, at 30 days' sight.....	1/10 1/2
	Bank Bills, at 4 months' sight.....	1/10 1/2
	Credits, at 4 months' sight.....	1/10 1/2
	Documentary Bills 4 months' sight.....	1/10 1/2
ON PARIS—	Bank Bills, on demand.....	nom.
	Credits, at 4 months' sight.....	nom.
ON GERMANY—	On demand.....	nom.
ON NEW YORK—	Bank Bills, on demand.....	443
	Credits, at 60 days' sight.....	nom.
ON BOMBAY—	Telegraphic Transfer.....	nom.
	Bank, on demand.....	138 1/2
ON CALCUTTA—	Telegraphic Transfer.....	nom.
	Bank, on demand.....	138 1/2
ON SHANGHAI—	Bank, at sight.....	nom.
	Private, 30 days' sight.....	nom.
ON YOKOHAMA—	On demand.....	50 1/2
ON MANILA—	On demand—Pesos—	69 1/2
ON SINGAPORE—	On demand.....	73 1/2
ON BATAVIA—	On demand.....	110
ON HAIKONG—	On demand.....	nom.
ON SAIGON—	On demand.....	nom.
ON BANGKOK—	On demand.....	84
SOVEREIGNS, Bank's Buying Rate.....		\$10.60 nom.
GOLD LION, 100 fine, per tola.....		\$57.40
SILVER, per oz.....		26 1/2

SUBSIDIARY COINS.

Hongkong ... 20 cents pieces	\$ 8.50 discount.
Hongkong ... 10 " "	\$ 8.90 " "

MAILS VIA SIBERIA.

London	Due
July 29th.	August 15th.

DRINK
'O.-T.'

'O.-T.' BLENDS WITH ALL DRINKS. TRY IT WITH YOUR WHISKY, GIN OR BEER.

'O.-T.' HAS A BENEFICIAL EFFECT IF YOU RISE WITH A FURRED TONGUE OR A BAD TASTE IN THE MOUTH. IT CORRECTS THE LIVER AND MAKES YOU WELL AGAIN.

DONNELLY & WHYTE.

SOLE AGENTS.

TEL. 636.

Hongkong, 1st August, 1914.

[1000]

HONGKONG, CANTON, MACAO &
WEST RIVER STEAMERS.JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

Single Fare by Night Steamer	...	\$6.00
Return " (available also for return by day steamer)	...	10.00
Single Fare by Day Steamer	...	4.00
Return " " " " " "	...	8.00

The attention of the travelling Public is drawn to the comfort afforded by the Companies' vessels. Passengers arriving by Night steamers from Canton (due at Hongkong about 11 p.m.) are permitted to sleep on board till next morning without extra charge. Electric fans and electric light are available all night.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

FRIDAY, 21st AUGUST, 1914.

8 a.m. HEUNGSHAN.	8 a.m. HONAM.
5 p.m. KINSHAN.	5 p.m. FATSHAN.

SATURDAY, 22nd AUGUST, 1914.

8 a.m. HONAM.	8 a.m. HEUNGSHAN.
5 p.m. HEUNGSHAN.	5 p.m. KINSHAN.

HONGKONG-MACAO LINE.

S.S. SUI TAI, Tons 1,651. | S.S. TAI SHAN, Tons 2,006
HONGKONG TO MACAO
Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf.
Sundays at 8 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.
MACAO TO HONGKONG.
Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

EXCURSION TO MACAO.

SUNDAY, 23rd AUGUST, 1914.

The Company's New Steamship
"TAISHAN"
Will depart from the Company's WING LOK STREET WHARF at 8 a.m., and return from Macao at 2 p.m.
N.B.—The Company will also run a Steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 12.30 p.m., from the Company's Wing Lok Street Wharf.

FARES AS USUAL.

CANTON-MACAO LINE.

S.S. HOISANG.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 a.m.

Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD.,
AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUCHOW LINE.

S.S. SAI NAM, 588 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric fans in each Cabin.

Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

Hotel Mansions (First Floor), opposite the Blake Pier.

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The most critical smoker will find either
of these three brands to suit his taste.THE TAIKOO DOCKYARD
AND ENGINEERING CO. OF HONGKONG, LTD.
TAIKOO DOCKYARD, HONGKONG.SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.Estimates given for quick construction and repair of Ships, Engines,
Boilers, Railway Rolling Stock, Bridges, and all Classes
of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing
conditions for painting ships with most efficient results.100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Sheds ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 B.H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES,
HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION,
MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, ETC.Dockyard Manager, can be seen between the hours of 11 A.M. and 12 Noon
at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

TELEPHONE No. 212.

Telegraphic Address: "TAIKOO DOCK."

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PACIFIC MAIL S.S. CO.

OPERATING
MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons | MANCHURIA 27000 tons

KOREA 18000 tons | SIBERIA 18000 tons

GHIN 10200 tons | NILE 11000 tons

PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama,
Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

MONGOLIA	Sailing TUESDAY, 15th Sept., at 1 P.M.
KOREA	" TUESDAY, 15th Oct., at 1 P.M.
SIBERIA	" TUESDAY, 13th Oct., at 1 P.M.
CHINA (via Manila)	" TUESDAY, 27th Oct., at Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of
the cuisine, which is under the personal supervision of M. V. Moore, the world-famous
caterer. Large staterooms, equipped with electric fans, and running water. Berths
equipped with electric reading lamps. Numerous amusements—all water swimming
tanks, Filipino orchestra, deck games, dances, etc.—make a dull voyage throughout the trip.
The Safety and Comfort of Passengers is Our First Consideration

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT,

TEL. No. 141.

KING'S BUILDINGS.

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